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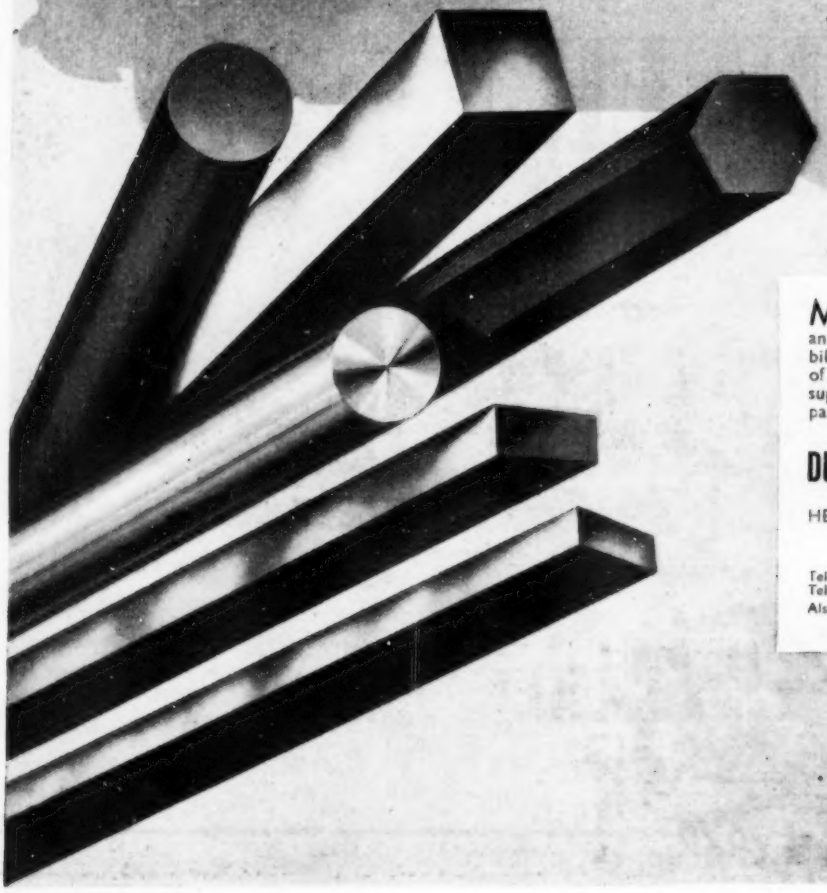

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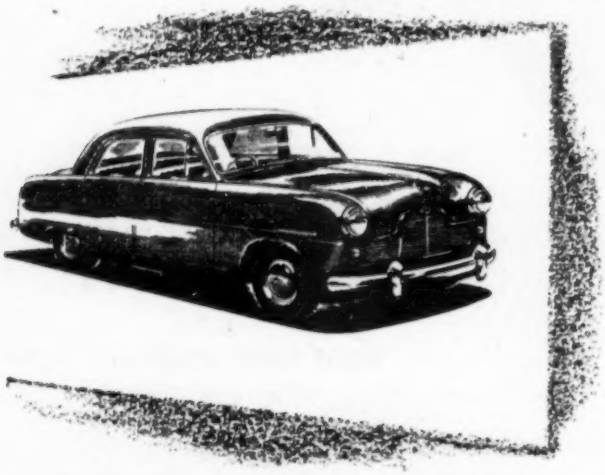

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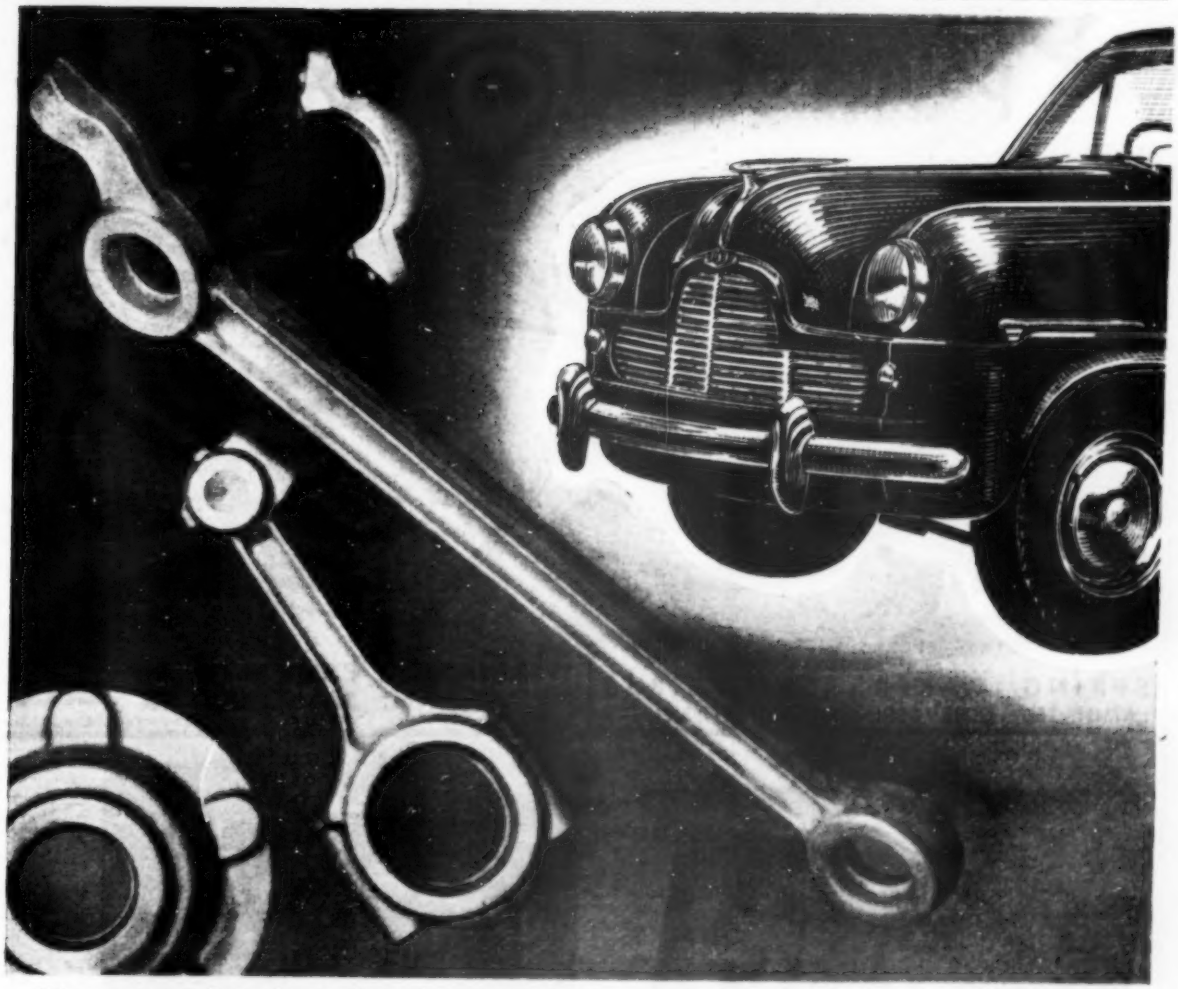

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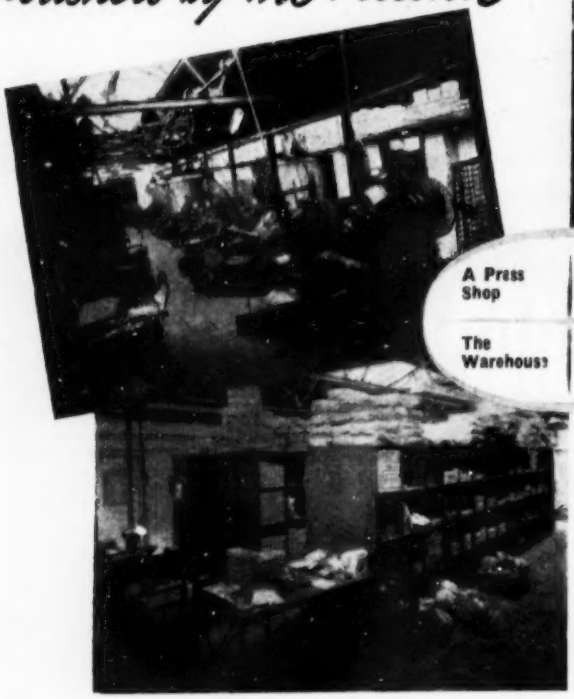

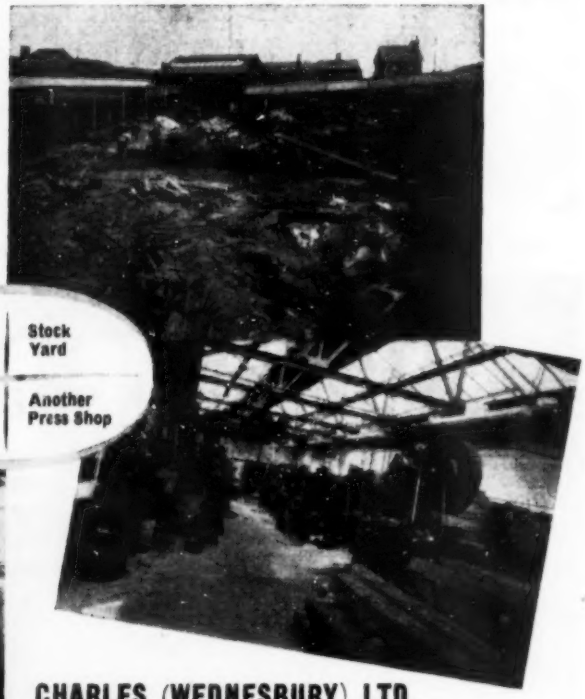

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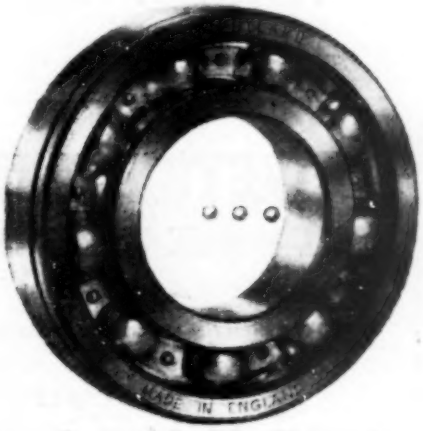

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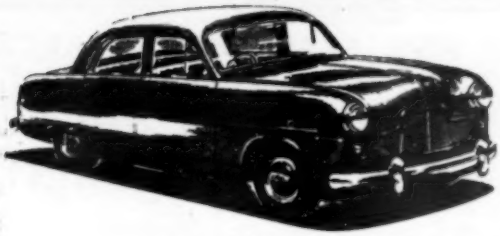

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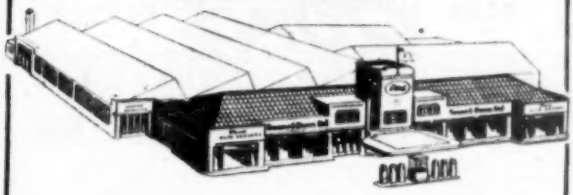

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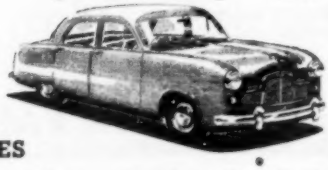

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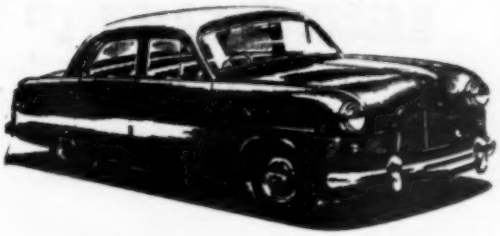

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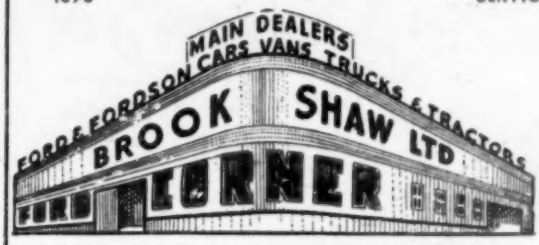

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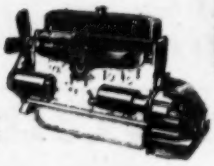

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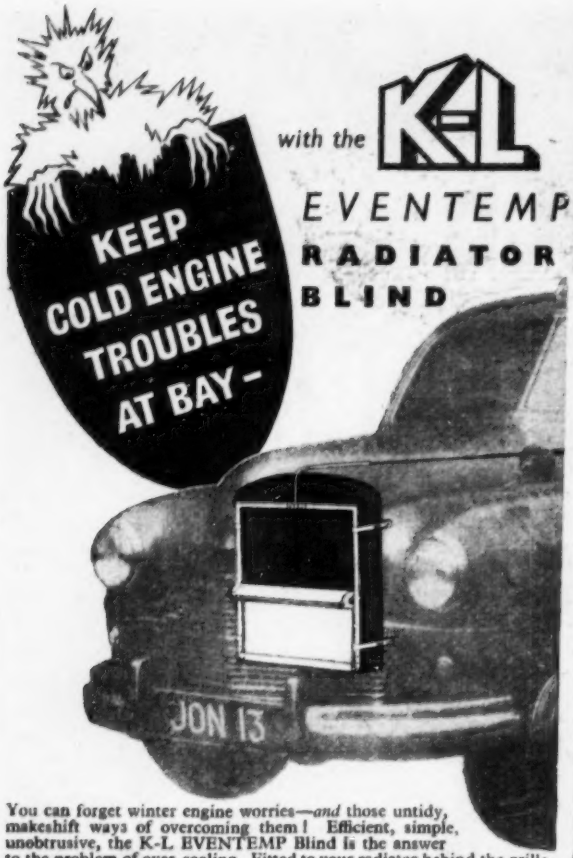

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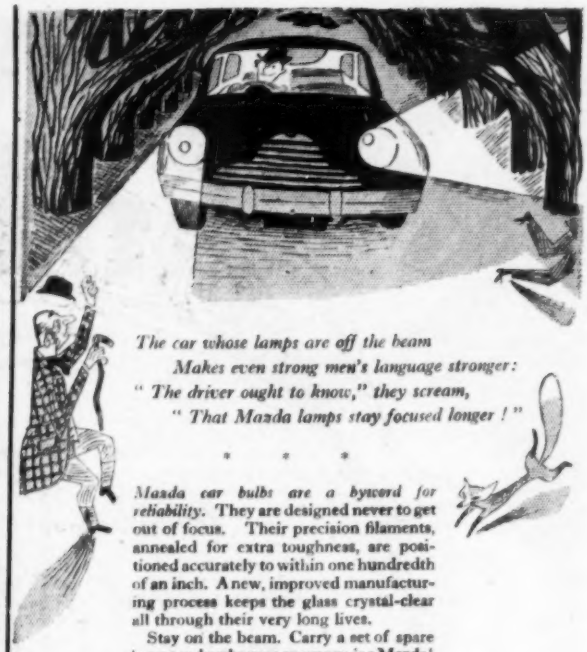

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" The driver ought to know," they scream,
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Mazda car bulbs are a byword for reliability. They are designed never to get out of focus. Their precision filaments, annealed for extra toughness, are positioned accurately to within one hundredth of an inch. A new, improved manufacturing process keeps the glass crystal-clear all through their very long lives.

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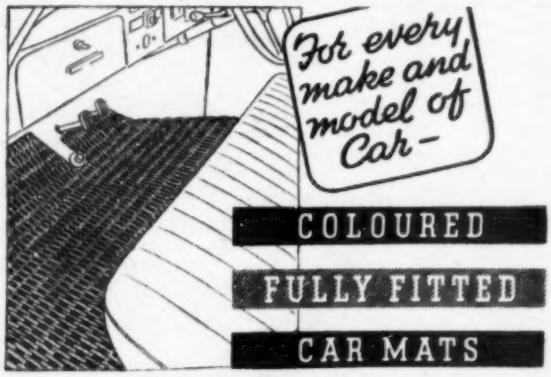

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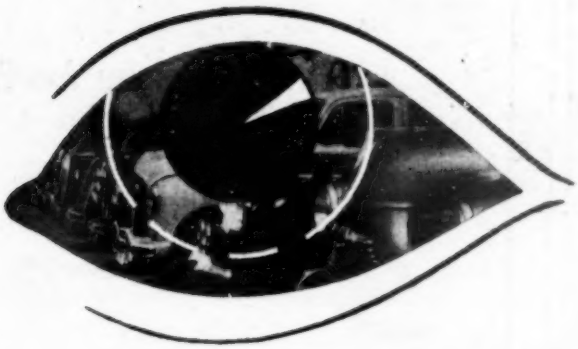

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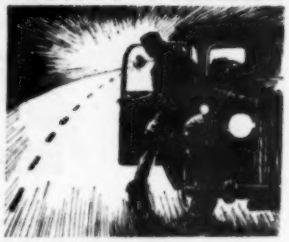
A reflector which protects you whenever your rear-light should fail. Which can be seen, in the light of a headlamp, from far further away than many rear-lamps. Which gives oncoming vehicles an accurate guide to the width of your car. *Which protects you for life.*

FAIRYLITE Car reflectors are approved by the National Physical Laboratory and are internationally used. For, under independent tests, FAIRYLITE car reflectors with their brilliant, optically correct prisms have been proved visible at the full range of any normal headlamp.



JUST ONE OF THE TEN? You have a puncture. You get out to look. Of course, you don't know your rear-light's out: you haven't a reflector . . . and you wake up in hospital (if you're lucky).

For your own safety, get a FAIRYLITE reflector now. Among the range of various sizes, size number 68 is the largest size suitable for private cars: it is mounted on white enamel: costs 4/6d: takes a minute to fit yourself: and protects you for life.

FAIRYLITE *protects you for Life!*

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Similar sizes available for Bumper Fitting Type

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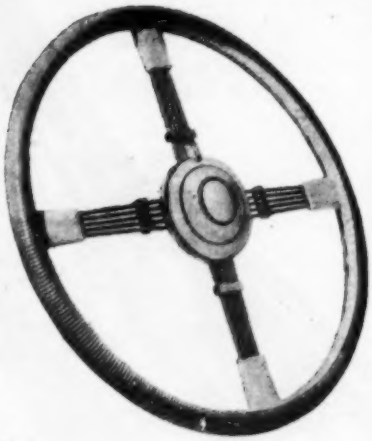
PLASTIC STEERING WHEEL COVER



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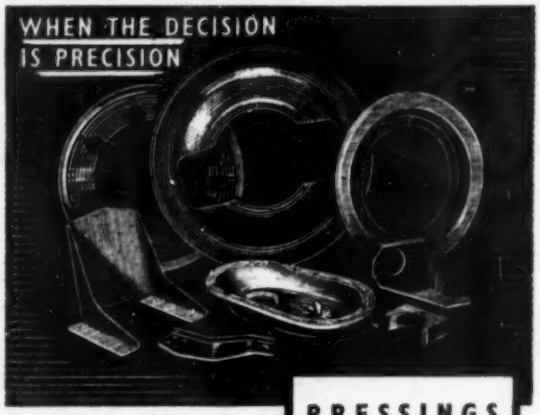

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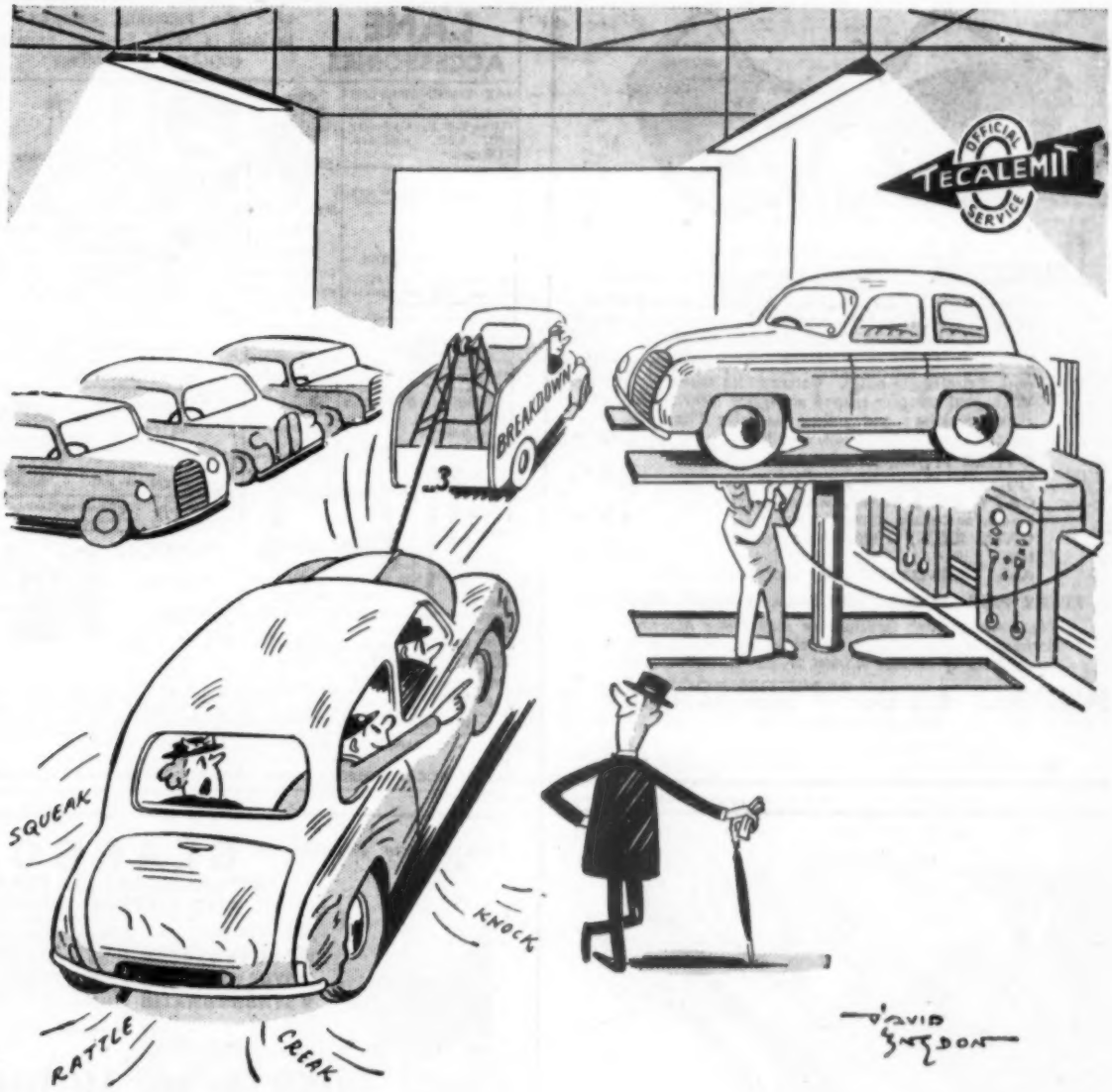

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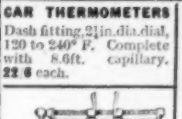

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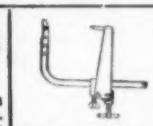

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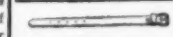

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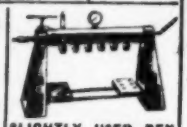

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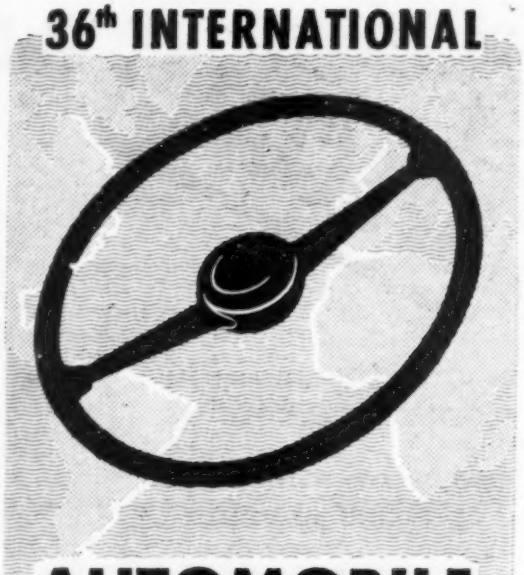

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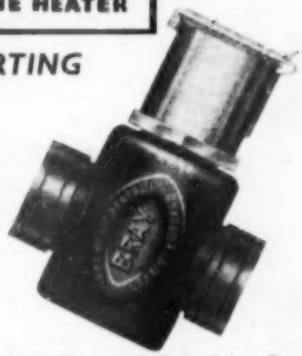

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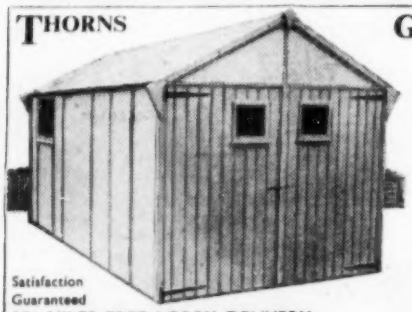

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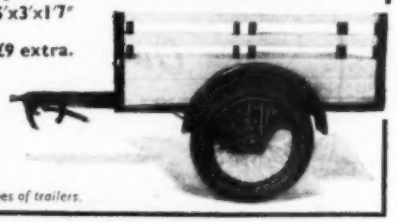

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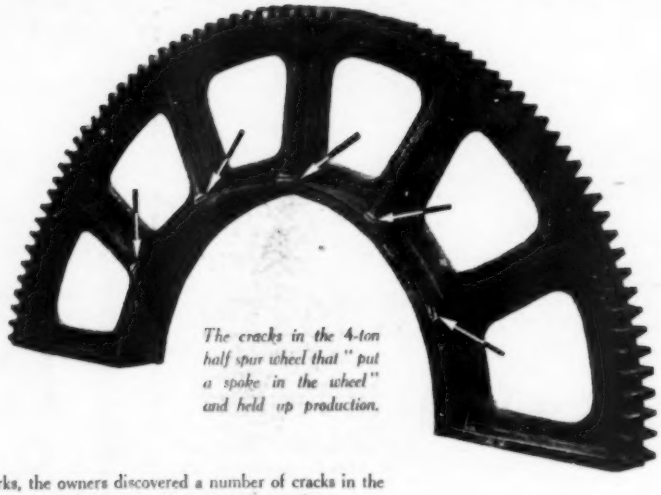
A Barimar story of a 4-ton Rush Job



The cracks in the 4-ton half spur wheel that "put a spoke in the wheel" and held up production.

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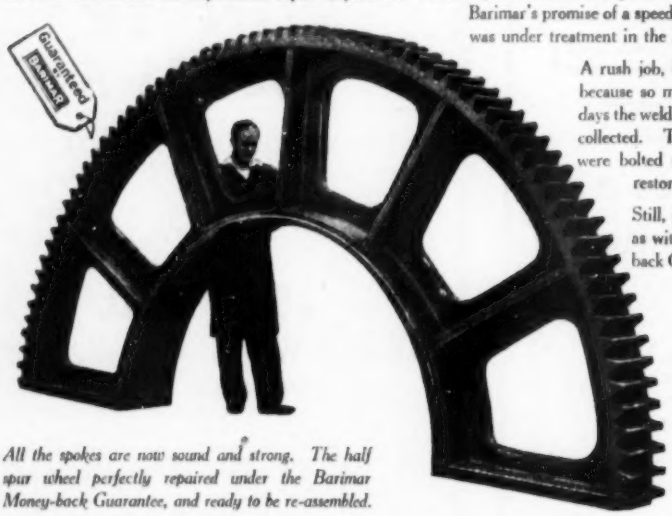

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The Autocar
FOUNDED 1895

No. 2984 *Friday, February 6, 1953* Vol. XCVIII

Illogical

CRITICS who wish to be regarded as responsible must make sure that their criticisms are watertight if they are to command respect, but this axiom is overlooked in one frequent instance when cars are under discussion. With almost wearisome insistence the critics aver that "British cars are underpowered," and are quite taken aback if asked to justify the statement by reference to an appropriate standard.

That an intended comparison should be voiced without a standard reveals an absence of logical thinking, and questioning usually reveals an almost frightening absence of anything more than superficial consideration. If the British car is said to be underpowered by comparison with the American, then some account needs to be taken of the amount of power a rich people can afford for its transport. If the British engine is alleged not to develop as much b.h.p. as its Continental counterpart, *caeteris paribus*, then, first of all, examples need to be quoted, and secondly, some account needs to be taken of the way each unit develops its power, and the aims of its designers with regard to power developed and its utilization; in such a consideration the shape of the torque curve had better not be overlooked.

It would be a great mistake to agitate for more power regardless of all the other considerations involved; what is wanted is efficiency, and efficiency can be considered only on an economic basis. The implications of that are too widespread for discussion here, but they include the price of fuel, currently around 4s 6d in this country and dearer elsewhere.

Unwise?

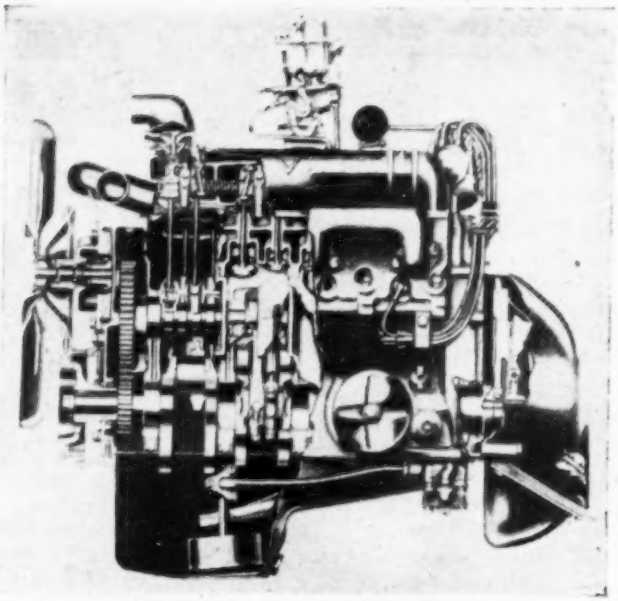
ALTHOUGH the material wealth of America is very great, and although the automobile design policy of a country is its own concern, we are forced to the conclusion that the continued upward climb of American b.h.p. figures for normal family cars is unwise. An article on this "power race" appears on the following pages.

For some years there has been a tacit agreement between American manufacturers not to advertise the performance of their cars, and particularly the maximum speed, for fear of adverse reactions from road safety propagandists. As the cars produced by the biggest manufacturers resemble each other so closely in size and specification, the advertisement copywriters have recently taken to using engine horse-power as a sales point. This has gradually forced the engineers to provide power in excess of real needs. The engineers know it, and there are signs that publicity men are realizing it.

It may well be that a high level of efficiency can be built into an engine of 5 litres or so; if, in spite of a considerable consumption of fuel, its easy working results in long life, then the ultimate balance may show a lower pence per mile figure than that of a smaller engine whose fuel consumption is much less. At present this is unlikely, and in any case the instance is given only as a reminder of the necessity to consider all the factors in weighing up a power unit. But even if the bigger engine eventually proves the more efficient, there will arise the objection that the article in question raises when it points out that 200 or 205 b.h.p. is a formidable amount of power to be entrusted to any motorist.

The fact is that man is not keeping up with his machines, and the measure of the lag in an automobile context is the accident rate, which is just as serious in America as it is in this country. The human shortcoming is not evinced solely in a lack of complete control on the part of the driver—although it might be argued that an accident must in the ultimate always be that—but in such examples as are afforded by the pedestrian who steps out in front of an oncoming car; it has not yet become instinctive to refrain from doing so, as it is instinctive not to walk over the top of a cliff. Until there is a further improvement in that direction it is foolish to widen the gap between man and machine, especially as regards car models that are intended for the average user.

POWER RACE



The Lincoln V-eight, with its output of 200 b.h.p., is one of the leaders in the American rivalry for big outputs. Its 38.4 b.h.p. per litre is, however, not high by European standards.

ENGINE OUTPUTS IN THE U.S. ARE BEING DRASTICALLY RAISED

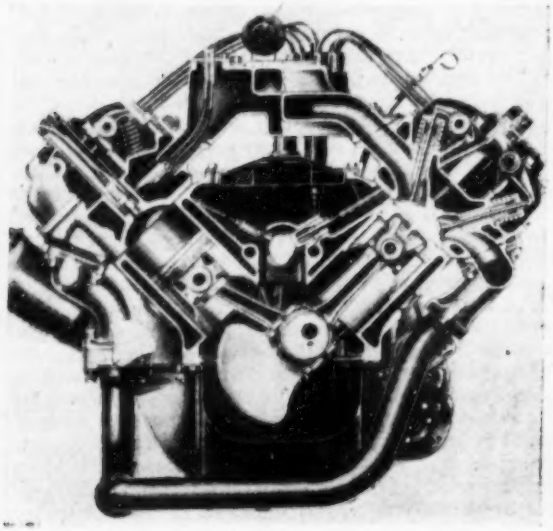
IT is evident that manufacturers in the U.S.A. are committed to a "power race." Indeed, *Automotive Industries*, in its issue of November 1, 1952, openly referred to the fact in those words. According to the journal quoted the 1953 Lincoln Capri with a 5.2-litre overhead valve V-eight engine develops 205 b.h.p., or 45 b.h.p. more than the 1952 model, an increase of 28 per cent. There is a slight discrepancy here from the figures supplied to *The Autocar* for the Buyers' Guide feature of the issue of October 17, 1952, when the maximum b.h.p. was given as 200.

Another discrepancy is implicit in the quoted increase of 45 b.h.p., because the figures supplied for the 1952 model were 154 b.h.p. at 3,600 r.p.m. The increase is, therefore, 46 b.h.p. if *The Autocar* figures are correct for both the 1952 and 1953 models, but may amount to 51 b.h.p.; that is, if *The Autocar* 1952 figure and the American 1953 figure are the correct ones. An increase of 51 b.h.p. would represent 32 per cent, a very remarkable figure. But, apart from any slight discrepancy, either 200 or 205 b.h.p. is a formidable amount of power to be entrusted to any motorist who may have the money to purchase it but not necessarily the skill or experience to control it.

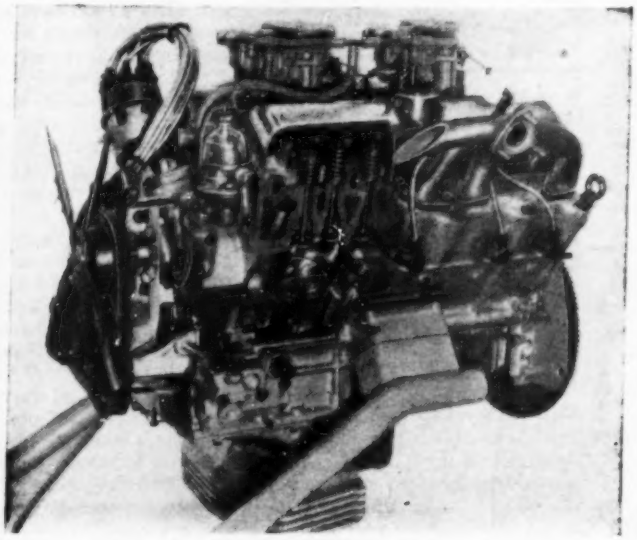
Power output has been raised on a number of other American engines; that of the 1953 Cadillac has been increased by nearly 11½ per cent over the 1952 figure, its 5.4-litre overhead valve V-eight now developing 210 b.h.p. at 4,000 r.p.m. as against 190 b.h.p. at 4,000 r.p.m. Enhanced power is not, however, restricted to the V-eight engines. The straight-eight side-valve Packard 1952 figures were 155 b.h.p. at 3,600 r.p.m., but for 1953 they are 180 b.h.p. at 4,000 r.p.m. This represents a power increase of 25 b.h.p., or 16 per cent.

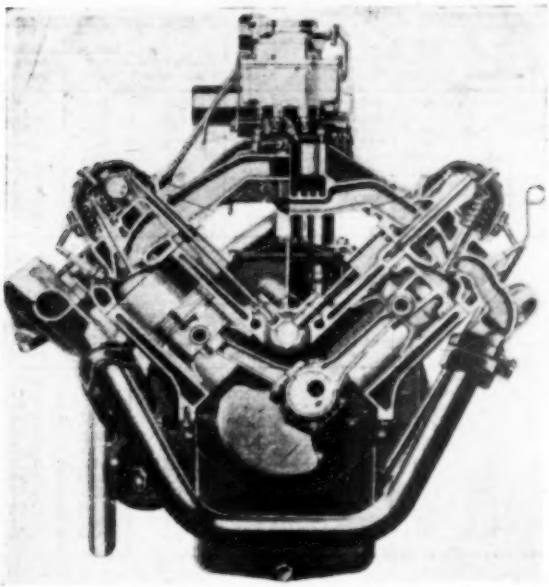
The ranks of the V-eight engine manufacturers have been joined by Dodge with their 1953 Coronet series powered by the new 140 b.h.p. Red Ram engine and this also is well up in output for size for American engines. It has overhead valves set at an angle in hemispherical combustion chambers, the included angle being rather less than 90 degrees. The valves are operated from a single camshaft, located centrally in the angle between the two banks of cylinders, from which push rods operate the valves through rockers of different lengths.

The Chrysler V-eight. When tuned and modified for racing, this engine has given 404 b.h.p.

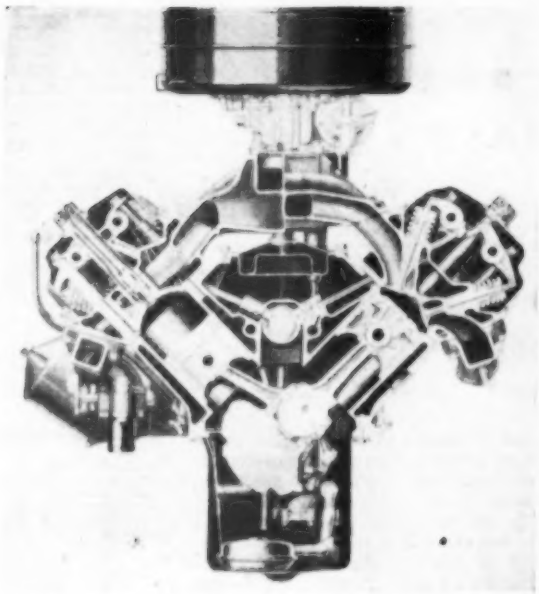


The recently introduced Fiat 8-V was seen at the London Show last autumn and attracted considerable attention.





The Cadillac has 19 per cent more b.h.p. than it had in 1952, in line with the general increases in outputs. Its 210 b.h.p. puts it in the lead for the moment.



The Dodge V-eight engine in section. The overhead valves are push-rod operated from a camshaft in the centre of the V through barrel tappets, the most popular arrangement.

AND IN THE LARGER CARS ARE UP TO 200 B.H.P.

Still later has come the announcement of the new Buick V-eight, which replaces the former straight-eight engine. The new power unit, which has the valves in line in a combustion chamber of penthouse form, develops 188 b.h.p. at 4,000 r.p.m. on a swept volume of 5,276 c.c. and gives a maximum torque of 300 lb ft at 2,400 r.p.m. It thus has a specific output of 35.6 b.h.p. per litre.

In the accompanying Table I are given the dimensions and other details of nine well-known American cars' engines, these being chosen because they are amongst the highest powered cars on the market. Five of them have engines of over 5 litres, one is just under 5 litres, one is of 4.5 litres and the remaining two are just under 4 litres. By European standards all are big engines. It is interesting to note, however, that their specific output expressed as b.h.p. per litre is still not very high by European standards. It ranges from 30.6 b.h.p. per litre in the Oldsmobile up to 38.4 b.h.p. per litre for the Lincoln Capri—that is, taking the figure of 200 b.h.p. as the output. If the 205 b.h.p. is accepted as the current figure then the specified output is for all practical purposes 40 b.h.p. per litre. The latest Cadillac is a strong competitor in terms of specific output, the figure for this engine being 38.7 b.h.p. per litre.

Now compare the figures for these American cars with those for a dozen British and Continental cars which, with one exception, the big Daimler, have appreciably smaller engines (Table II). The Daimler is included in the list precisely because it is a big-engined large car comparable in size with the Americans. The others are chosen because they are amongst the most powerful in terms of b.h.p. for their size. The Rolls-Royce and Bentley are omitted because no brake-horse-power figures are supplied for them. It may be objected that some of the European cars listed are designed as fast sports models and cannot, therefore, be compared with large-bodied family touring cars such as those in the American list. From the point of view of power output such an objection does not really matter, however, for the European cars are intended for sustained road travel and not purely for racing. In other words, the power outputs are those of normal cars, not of specially prepared racing cars.

Comparison of the two tables, which are arranged in order of the highest b.h.p. figures, shows that American cars certainly lead in sheer power output; that is to be expected when one considers their physical dimensions. But if the specific output figures are compared it is just as obvious that the European engines are more highly developed. Of the Americans, the Lincoln has the highest b.h.p. per litre figure of 38.4, the newly introduced Dodge Red Ram coming next with 35.4, followed closely by the 35.3 of the De Soto Firedome and the 35.0 of the Cadillac. On the other hand, the only European engines of those listed to fall below the figure of 40 b.h.p. per litre are the big Daimler, the Mercedes-Benz and the Simca.

Conservative

The Daimler, although developing the respectable figure of 150 b.h.p., is designed to give adequate performance for an unusually large and luxurious carriage, but with a remarkable degree of quietness and smoothness. The Mercedes maximum output of 115 b.h.p. at 4,600 r.p.m. is almost certainly extremely conservative, although admittedly its compression ratio of 6.4 to 1 is moderate. Its performance in *The Autocar* Road Test, when its best speed was 105 m.p.h., shows that its engine is capable of attaining over 5,600 r.p.m., and if its body shape and size are compared with those of the Jaguar Mark VII saloon it is difficult to imagine its needing much less power than that car to attain the century. Again, the Mercedes piston area is actually greater than that of the Jaguar, the bores being 85 mm and 83 mm respectively.

It will also be observed from Table II that four European engines have compression ratios of 8 to 1 or over: the Delahaye, Fiat, Jowett Jupiter and Pegaso. European designers have been restricted in the use of higher compression ratios by the low grade of fuel available in some important markets and the Americans now seem to be taking the lead. In general the specific outputs of American engines are not so high as those common in Europe, but they are catching up rapidly, despite the fact that specific output tends to decrease as the engine size increases. There is still, however, a strong tradition in America that it is more economical to increase swept volume than specific output when more

POWER RACE . . . . . continued

TABLE I: AMERICAN ENGINES

	bore	stroke	c.c.	B.h.p., r.p.m.	Compression ratio	B.h.p. per litre	Stroke-bore ratio
Cadillac (V8)	96.8	92.1	5420	210 @ 4,000	8.2	38.7	0.95
Lincoln (V8)	96.25	88.9	5204	200 @ 4,200	8.0	38.4	0.92
Buick (V8)	101.6	76.7	5276	188 @ 4,000	8.5	35.6	1.25
Chrysler Firepower (V8)	96.8	92.1	5420	180 @ 4,000	7.5	33.2	0.95
Packard (St8)	88.9	107.9	5360	180 @ 4,000	8.0	33.5	1.21
Oldsmobile (V8)	95.3	87.3	4970	165 @ 3,600	6.64	33.2	0.91
De Soto Firedome (V8)	92.1	84.9	4524	160 @ 4,400	7.1	35.3	0.92
Dodge Red Ram (V8)	87.3	82.6	3956	140 @ 4,400	7.1	35.4	0.94
Studebaker (V8)	85.7	82.6	3812	120 @ 4,000	7.0	31.4	0.97

TABLE II: BRITISH AND CONTINENTAL ENGINES

	bore	stroke	c.c.	B.h.p., r.p.m.	Compression Ratio	B.h.p. per litre	Stoke-bore ratio
Pegaso (8)	75	70	2472	165 @ 6,500	8.0	66.7	0.93
Jaguar Mark VII (6)	83	106	3442	160 @ 5,200	7.0	46.5	1.27
Delahaye (6)	84	107	3557	152 @ 4,200	8.1	42.7	1.3
Daimler (St. 8)	85.1	120	5460	150 @ 3,600	6.3	27.4	1.41
Mercedes-Benz 300 (6)	85	88	2996	115 @ 4,600	6.4	38.3	1.03
Fiat 8-V (V8)	72	61.3	1996	110 @ 6,000	8.5	55.1	0.85
Aston Martin (6)	78	90	2580	107 @ 5,000	6.5	41.4	1.15
Riley 2½-l (4)	80.5	120	2443	100 @ 4,500	6.8	40.9	1.49
Bristol 401 (6)	66	96	1971	85 @ 4,500	7.5	43.1	1.45
Alfa Romeo 1900 (4)	82.5	88	1884	80 @ 4,800	7.5	42.4	1.06
Jowett Jupiter (4)	72.5	90	1485	62.5 @ 4,500	8.0	42.0	1.24
Simca (4)	72	75	1221	45 @ 4,400	6.7	36.8	1.04

power is required, and engine cubic capacities have risen steadily ever since the relatively inefficient automatic transmissions caught the public fancy.

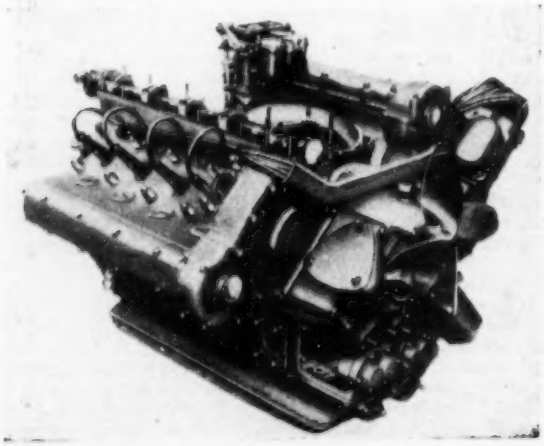
In the matter of stroke-bore ratio, the American engines, with the exception of the straight-eight, which is basically an old and well-tried design, have figures of less than unity, that is, they are "over-square" engines. It is, therefore, a little surprising that they produce their maximum output at rather lower crankshaft speeds than British and Continental designers are employing. They are, of course, larger engines in total swept volume and in total piston area, but in some cases they are not so much larger in either volume or piston area *per cylinder*.

Better Breathing

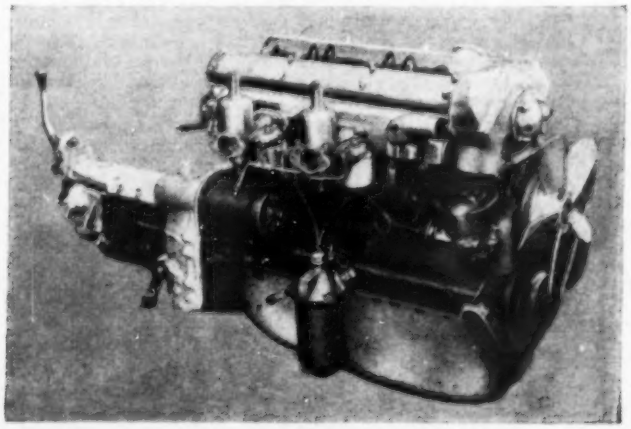
This suggests that there may in some cases be considerable possibilities of increasing power output by redesigning valve ports and valve gear to give better breathing and higher rates of r.p.m. The increase in the output of the Lincoln, for example, is attributed to the following factors: increased inlet valve diameter and lift, with an induction manifold of greater capacity, a four-chamber carburettor, and an improved ignition advance control giving a more rapid response to changing combustion chamber conditions. The increase in the Packard output is attributed to a slightly higher compression ratio of 8.0 to 1 instead of 7.8 to 1, accompanied by a change in combustion chamber shape, improved inlet manifolding, and a four-choke carburettor. Indeed, similar steps have been taken by other American manufacturers and there can be little doubt that they are generally devoting attention to obtaining better breathing for their power units.

It is interesting to speculate on the possible results. It appears that this "power race" may in fact lead to the specific output being raised to the higher level of the more advanced European engines; that is, to something in the region of 40-50 b.h.p. per litre. When that happens it would again appear possible that the American motoring public may gradually become more receptive to some reduction in engine size. After all, there can be few occasions when an output of 200 b.h.p. is actually needed or can, in fact, be employed.

On the other hand, the general trend might well be to retain the higher-powered large engine of 5 or 5½ litres and to simplify the transmission. With sufficient power available the hydraulic torque converter with a simple gear box giving a single reduction for starting and for emergencies, and a reverse, would be quite possible. It would even be possible to use the simpler and more efficient fluid coupling in place of the torque converter.



Spain's Pegaso is a high efficiency sports engine which incorporates much which is Grand Prix design practice. It develops 165 b.h.p. at 6,500 r.p.m., although it is of only 2½ litres capacity.



The XK120 Jaguar power unit has twin overhead camshafts, and in the production Mark VII saloon delivers 160 b.h.p. Much higher outputs have been successfully used in competition cars.

IMPORTANT PRICE REDUCTION

Motor Cars
and the
Purchase Tax

IF at the next budget the Chancellor of the Exchequer were to reduce the purchase tax on motor cars, from 66⅔% to 33⅓%, the total selling price of the Daimler 2½-litre 'Consort' would be reduced from £2,075 1s. 2d. to £1,703 5s. 6d.—a saving of £372.

The public knows that representations have been made to the Chancellor to reduce purchase tax on motor cars—in order to maintain a sound Home Market on which Export Business can be based.

And that he has replied, stating that the matter can not be considered separately from the question of purchase tax on other goods.

In the meantime potential buyers continue to conjecture and refrain from buying the motor cars they want.

To maintain its planned production and its essential Home Market, The Daimler Company will therefore sell . . .

THE 2½-LITRE

Daimler 'Consort'

from February 4 until the Budget

AT **£1094**

BASIC LIST PRICE

(This new price, plus Purchase Tax of £609 5s. 6d., making a total of £1,703 5s. 6d., is equal to the previous basic list price of £1,333 with the purchase tax halved.)

ANNOUNCEMENT ISSUED BY THE DAIMLER COMPANY LTD., COVENTRY

D101

TABLE OF COMPARATIVE VISCOSITIES

Temperature	Viscosities in Redwood Seconds			
	S.A.E. 10 Engine Oil	S.A.E. 20 Engine Oil	S.A.E. 30 Engine Oil	**Q·5500**
0°F.	14,000	26,500	55,000	14,500
32°F.	2,100	4,000	**7,250**	**2,600**
70°F.	410	780	1,250	610
100°F.	170	290	440	260
140°F.	75	110	160	110
200°F.	42	50	60	55.5
210°F.	40.5	46.5	**56**	**51.5**

Top of your form – with Q·5500

Q.5500, at 32°F., is almost three times as fluid as other good oils. This eases the load on your battery, gives instant circulation throughout the lubrication system, and minimises the use of the choke. Its exceptional lubricating value ensures a long engine life.

At running temperatures (see 210°F. in the table) Q.5500 comes within the S.A.E. 30 viscosity classification.

Judicious use of modern additives makes Q.5500 the nearest approach, so far, to the ideal lubricant—one which changes as little as possible with effects of heat and length of use.

Q.5500 is not a cheap oil, but its cost is more than repaid by petrol saving and improved performance.

Q.5500 is the ultimate choice of the enthusiastic motorist who takes a pride in keeping his engine mechanically perfect.

Q·5500 gives these advantages—

EASIEST STARTING
and quick "get-away"

BETTER RUNNING-IN
to start a long, useful engine life;

MORE ENGINE POWER
with better hill-climbing;
a cleaner engine and

PETROL ECONOMY

16/4d. per gallon from bulk—17/10d. per gallon tin.
4/8d. per quart container.

Write for descriptive booklet and name of nearest stockist.

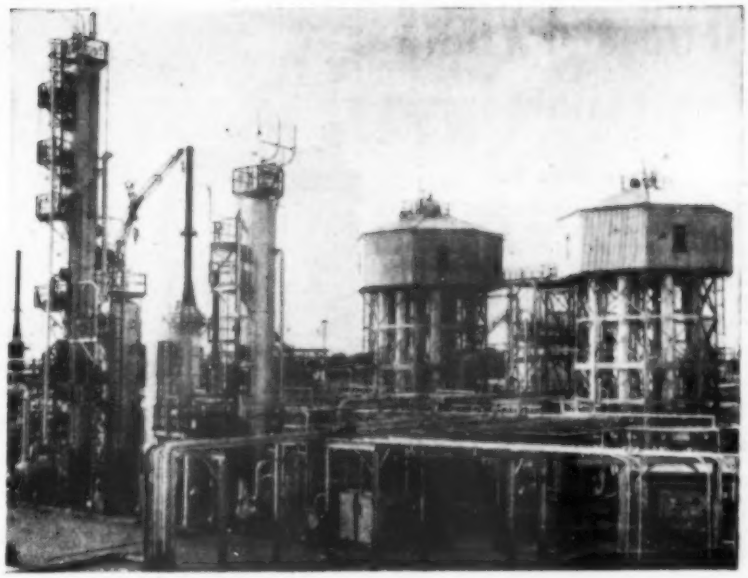
ALEXANDER DUCKHAM & CO. LTD
HAMMERSMITH · LONDON · W.6

Duckham's

Q·5500

SUPER LUBRICANT

NEWS and VIEWS



A view of the polymerization plant (known as a "poly plant") at the Esso refinery at Fawley. It converts gases from the more familiar "cat-cracker" to high quality fuel and will be used in production of Esso's best petrol.

Jaguars for Dollars

OF all makes of cars imported into the U.S.A. during 1952 the Jaguar company's contribution reached 1,340,000 dollars, making this company the highest dollar earner.

New York Motor Sports Week

IN New York the Mayor has officially announced that April 4 to 12 will be "Automobile and Motor Sports Week." This will coincide with the second annual International Motor Sports Show at the Grand Central Palace. It is expected that the show will be truly international in character.

Stanlow Story

A NEW Shell film was shown last week at the Midland Hotel, Manchester, of the construction and development of the great oil refinery at Stanlow, near the junction of the River Mersey and the Manchester Ship Canal, in Cheshire. The story covers the constructional work which began in 1948 on the bare site and ended with the erection of the catalytic cracker in 1952.

INSURERS DISCUSS MODERN CAR DESIGN

AN interesting debate on car design took place at the Chartered Insurance Institute building in the City of London on January 26. Present were many men working in the motor departments of the insurance companies, including claims managers, underwriters, and some more senior officials. Figures from *The Autocar* were extensively quoted.

The motion had been deliberately phrased to promote discussion. It was that: "The design of the modern car tends to encourage careless driving." The proposer criticized the terms of several advertisements which lay emphasis on speed, quoted maximum m.p.h. Road Test figures for 1952 in comparison with 1932, and then argued that brake development had failed to progress as much as speed capabilities. The armchair comfort of modern cars, allied with heaters and wireless, was an additional danger, while the ease of control meant that an inexperienced driver easily reached speeds with which his "reaction time" could not cope.

These views found many speakers in support. There were strong pleas for driving seats adjustable vertically to increase visibility, standardized rear lights, hot-air vents on the outside to avoid frosted windscreens, and experiments with rear view mirrors and polarized head lamp beams. Instrument positions were criticized, aircraft experience being cited to show the increased accident ratio with badly placed dials.

Several times it was suggested that designers should consult insurers to cut down both repair costs and the accident potentialities of their models while they were still in the drawing board stage.

But on the voting the motion was heavily lost! So modern car design comes out on top in the opinion of insurers.

Vanden Plas, Ltd., the coachbuilding associate of the Austin company, are experimenting with a glass-fibre "hard top." It is fitted with normal safety glass windows and is now being tested on the road to see how it stands up to the weather. This construction is strong, but the weight is nevertheless claimed to be about half that of an ordinary fixed head.

Car Shortage Warning

SPEAKING at a function in London of the Metropolitan Division of the Motor Agents' Association the president, Mr. Harold A. Smith, said that it was not beyond the bounds of possibility that in another month or two there might be a car shortage. The season opened up then in this country and in other markets, and he said that the present position was largely artificial. 'It seemed absurd that such a great industry should be hamstrung because of uncertainty about, and the burden of, purchase tax.

NEWS and VIEWS
—continued—

Kreis Gear Box

THE Kreis gear box described in *The Autocar* of December 26, 1952, as an Italian design made by S.I.B.A. of Milan, is actually of German origin and was designed by Herr Fritz Kreis, of Wurzburg, Germany. The S.I.B.A. company of Milan is a subsidiary of Kreis-Getriebe.

In Eire

EIRE'S Minister for Industry and Commerce lifted price controls on premium petrol on January 30. The second grade remains controlled at 3s 6¼d a gallon for the Dublin zone and 3s 7¼d in other parts of the country.

The Minister for Local Government told the Society of Irish Motor Traders at their annual meeting in Dublin on the same day that he could not agree to the introduction of a flat rate of motor taxation. He said that the cost of road improvement had increased and that the higher charges could be borne only by asking the road user to make larger contributions. (A new system of calculating tax on a cubic capacity basis was introduced on January 1.)

One of Britain's most notorious traffic bottlenecks is at the western end of the Strand, in London. For years it has been dreaded—or avoided—by west-bound motorists, and now a new scheme is afoot to get rid of it. The town planning committee of the London County Council propose to acquire the offending block of property, now owned by the Railway Executive. Since 1925 the L.C.C. has spent £325,000 on acquiring property to permit widening the Strand.

Daimlers Discount the Budget

IN a bold effort to break the market stagnation which has resulted from uncertainty as to the Government's intentions on purchase tax, the Daimler Company has announced that all buyers taking delivery of the 2½-litre Consort saloon between Wednesday last and Budget Day will receive them at a total price equivalent to that which would be paid if the present purchase tax were cut from 66⅔ to 33⅓ per cent. This has been achieved by making a drastic cut of £239 in the present basic price, bringing the current list price of this fine car down to £1,094. The total home market price, including purchase tax, is thus £1,703 5s 6d; in other words, the equivalent of the previous basic list price, plus 33⅓ per cent purchase tax.

Buyers of Daimler Consort cars are thus protected against depreciation in the event, however unlikely, of a cut in purchase tax in the April Budget. Orders already on hand, if now taken up, should absorb the total number of cars available between now and Budget Day.

It is not pretended that it would be possible to maintain this extraordinarily low basic price beyond Budget Day; it represents a temporary measure to overcome the reluctance of buyers to take delivery in the present conditions of uncertainty. It has been adopted to enable the planned production to be maintained, to protect the employment of the 4,000 workers involved in car production and also to maintain activity throughout the Daimler dealer organization.

Production of the slightly larger car, the 3-litre Daimler Regency saloon, priced at £2,334 16s 8d with purchase tax, is to be postponed. The Consort model now being produced and offered at the new low price is entirely unchanged in specification and equipment from the models previously produced.

FIRST CANADIAN WINTER RALLY

THE British Empire Motor Club of Toronto celebrated its 25th anniversary by holding what was probably the longest and most difficult rally to take place to date on the North American continent. The route lay through two provinces, Ontario and Quebec, and the State of New York, and covered some 1,225 miles, with no time allowed at check points. That only 19 out of 41 cars entered completed the course gives some indication of the difficulties.

Contestants left Toronto late on Friday night, January 23, and drove to Rochester, N.Y., via Buffalo. Next check point was in Watertown, N.Y., after which competitors drove over the St. Lawrence River at the Thousand Islands Bridge to Canada again. It had rained all night, and the road into Montreal was almost flooded and in poor condition. The next check point was at Maniwaki, Quebec, among the Laurentian mountains. The roads were hilly and winding, and there was deep snow which had become icy on the road-bed under the constant rain.

From Maniwaki to Peterborough, in central Ontario, the road was partly a reasonable facsimile of an Olympic bobsled run, and when it improved somewhat, heavy fog took over. However, the journey to Huntsville in Muskoka and from there back to Toronto on Sunday night, January 25, was fairly easy, though exhaustion still took its toll.

In Class A (over 1,100 c.c.) four cars finished without loss of points. These were a Nash Rambler (J. and A. Ferguson), M.G. TD (V. Jeffries and D. Haddow), Sunbeam-Talbot (C. Stockey, G. Ford), and a Monarch (S. Irvine, H. Clarke).

Of the Class B (under 1,100 c.c.) cars only a Morris Minor, driven by Bud Sterling and "Jock" Campbell, completed the rally without loss of marks. However, three more Minors finished, as well as a new Austin Seven. All those who finished received badge-bar emblems. Though six clubs were invited, most of the outside entrants came from the rival Sports Car Club of Toronto. Five out-of-town clubs manned check points, and Sports Car Club of America members provided much appreciated refreshments at Rochester.

This was the first annual Canadian winter rally sponsored by the B.E.M.C. No driving tests were held this year to determine outright winners, and those who finished were divided into first and second classes. As there will inevitably be poor conditions in the Laurentians every January, this rally may develop into one of the most important on the North American continent.

Exports: £190,000,000

DURING 1952 the value of the exports of the British motor industry reached an all-time record of nearly £190,000,000. The number of cars fell by almost 59,000 and that of commercial vehicles by just over 8,500 compared with 1951, restrictions in Australia and New Zealand being primarily responsible. Car sales to the U.S.A., however, mounted by 11,500 to over 31,000 in 1952.

Cross-blended Esso Oil

THE American company, Esso Standard Oil, has developed a cross-blended oil which has S.A.E.20 characteristics at high temperatures, but S.A.E.5W. characteristics at low temperatures. It is intended to fulfil all the requirements of the average American engine throughout the year, and is a high-detergent oil. The cost is 55 cents per quart and this compares with 40 cents for premium oil and 30 or 35 for standard oils.

Monte Carlo Rally

JAGUAR

wins

Team Prize for the Three Highest Placed Cars of one make

2nd **5th** **8th**

Mr. IAN APPLEYARD • *Mr. CECIL VARD* • *Air Vice-Marshal D.C.T. ("Pathfinder") BENNETT C.B., C.B.E., D.S.O., F.R.Ae.S.*

Congratulations to these private owners and further congratulations to Mr. Ian Appleyard for his fine performance in winning the following Awards :—

ROYAL AUTOMOBILE CLUB CHALLENGE TROPHY
ROYAL SCOTTISH AUTOMOBILE CLUB CUP
BRITISH TRIALS DRIVERS ASSOCIATION'S CHALLENGE CUP
LATE PUBLIC SCHOOLS MOTOR CHALLENGE TROPHY
STUART TROPHY

(Subject to Official Confirmation)

Now you can have

BETTER PETROL

to go with

CASTROL

- the masterpiece in oils

WAKEFIELD
Castrol
MOTOR OIL

MONTE CARLO RALLY
1ST. FORD
2ND. JAGUAR
41 of the 48 British cars that qualified for the regularity test on the Col de Braus circuit
(Subject to official confirmation)
VANDERVELL
THIN WALL BEARINGS
LTD
THIS MARK ON ALL VANDERVELL PRODUCTS
VANDERVELL PRODUCTS LTD · WESTERN AVE · PARK ROYAL · W·3

Smee's V.01

MONTE CARLO RALLY

(General Classification)

1ST

FORD ZEPHYR

M. Gatsonides and Peter Worledge

2ND

JAGUAR

Mr. & Mrs. Ian Appleyard

TEAM PRIZES

SUNBEAM-TALBOT & JAGUAR

USING DEPENDABLE

CHAMPION

PLUGS

Be a Champion Driver . . .

Use the plugs Champions use

CHAMPION SPARKING PLUG COMPANY LIMITED · FELTHAM · MIDDLESEX

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Journey Risk

RELATIVE risk rates for types of transport by which a journey is accomplished were quoted recently by a Road Research Laboratory speaker at a safety congress. If the "risk of death" figure in undertaking a journey in a four-wheeled vehicle is one, then the figure for a motor cycle is 40, cycle 15, train 0.2, air liner 7.0, and ship negligible. Risk of injury figures are 40 for a four-wheeled vehicle, 1,200 for a motor cycle, 800 for a cycle and three for a train. Ominously, there is no injury figure for an aircraft, and for a very different reason there is no injury risk figure for a ship. On this basis the car is reasonably safe, but the motor cycle seems to be earning a black name; the speaker gave the spine-chilling estimate that if a young man acquires a motor cycle his chances of dying before he reaches the age of 24 are more than doubled.

Oh well, it might be objected, anything can happen in this chancy life on earth, and I have a considerable sympathy with that outlook. Yet the motor cycle figures need occasional reiteration because the machine in itself is not dangerous; the trouble is that it is ridden by men who are often in the daredevil years of the human span.

✦ ✦ ✦

Litres and H.P.

THE chief engineer of the R.A.C. disputes my contention that stroke does not enter into the formula for R.A.C. rating, and he is right. What I should have said was that its influence on that formula is no longer significant. The formula, the R.A.C. engineer says, is based upon three

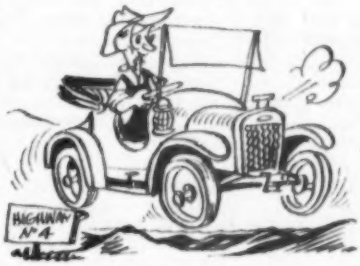
Resolving.

values—a mechanical efficiency of 75 per cent, a mean effective pressure of 67.2 lb per sq in, and a piston speed of 1,000ft per min. The last-named, of course, does take into account the stroke.

What is "wrong" with the formula then? It is out of date, because the figures quoted above were the average figures for touring engines when the formula was adopted, and when those values obtain the formula gives exactly the b.h.p. that the engine develops, and R.A.C. rating then coincides with developed power (the figure that matters).

The R.A.C. chief engineer goes on to say that the fact that engines have improved far beyond these figures is no proof that the formula is wrong in principle; all that is required is an alteration to the constant; to bring it up to date, as it were. Maybe, but I beg leave to state that a formula which can be rendered obsolete by the march of events is a contradiction in terms. We laymen look upon formulæ as the ultimate resolving of a problem, and distrust will grow if they are preferred as interim solutions to be adapted with time. One can accept only that a formula may be proved wrong by subsequent discovery, which will lead to a replacement formula; in other words, that the original formula was postulated in excusable error.

✦ ✦ ✦



Road-progressive.

U.S. Roads

EVERYTHING is relative. To us in Britain, America seems to be road-conscious, road-equipped, and road-progressive. Yet listen to this: "Every American is intensely aware of the inadequacy of our roads and streets. . . ."

This is a quotation from a General Motors announcement of a contest in the form of an essay on how to get adequate highways; the corporation is giving $194,000 in awards, of which the biggest is the national first prize of $25,000. However one looks at it, and bearing in mind that more and more road traffic is good business for G.M., this is an example of initiative. It keeps the problem before the public; it enables people to have their say on the subject, and it may even result in worthwhile suggestions, especially as traffic engineers are likely to enter such a contest.

I should like to see more stirring of public opinion in this country. The politician's glib assurance that "economic stringency does not permit" needs refuting in the public prints much more than it is; and if editors will not marshal the facts to do so, then advertisers might well rectify the omission. Presumably there is nothing seditious about arguing with the Government; this journal does it often enough.

I have an idea that any such activity would be greeted by a political parrot-cry that I notice is on the increase. It takes the form of variations on the theme, "Keep out of what does not intimately concern you," and is frequently levelled at these particular jottings. To those who write thataway let me say at once that I am the judge of what concerns me, and, being of a reasonably broad outlook, I consider that the world is my stage and shall write about it whether, in doing so, I offend the local party political propagandists or not. A plague on both your houses; the propagandist's protest, usually disguised by private notepaper, irritates only because of its (incorrect) assumption that one is stupid enough to be affected by it.

✦ ✦ ✦

At a Distance

ARRIVING at a house the other day I was warned that another car would be coming to leave a passenger, and it was obviously the polite thing to park well away from the door for the benefit of the passenger concerned. The house is approached by a U-shaped drive and outside the door there is a large gravelled courtyard. As we lunched I could look through the pleasant, tall windows at my car, parked at a distance of about thirty yards and broadside on, and it occurred to me that only rarely did I get such a view. I must say it was a satisfactory one, especially as I had washed the car that morning, and I returned home and eyed my own gravel drive somewhat speculatively. There is no prospect, however, of turning the bit outside the door into a courtyard, so I had better install a window with reducing glass for panes if I wish to satisfy my conceit at home in a similar manner.

Reducing glass.

✦ ✦ ✦

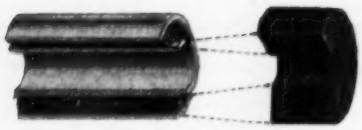
Glossary

CRUEL definition of a certain transmission hand brake: That little thing at the end of the prop-shaft that burns holes in the floorboards.

INSULATOR

Par Excellence

Ways in Which the Silentbloc Principle Continues to Solve Design Problems



The chunky little rubber ring on the right takes up the dimensions indicated between the sleeves after insertion.

SINCE the successful development of processes by which rubber could be bonded to metal there has been a tendency to overlook its unbonded applications. Yet a most important item in the design of many cars utilizes rubber in an unbonded application. This is the Silentbloc bush, manufactured by the company bearing that name, and itself the parent of another company, the Andre Rubber Co., Ltd., whose name, in turn, gives the clue to the man responsible for introducing the bush into this country. He was T. B. Andre, an Englishman in spite of his French-sounding name.

The Silentbloc bush has an attractive simplicity. Inside the annular space formed by two concentric metal sleeves is inserted a pre-stressed rubber ring. In its free state the outer diameter of this ring considerably exceeds the bore of the outer sleeve, and it is therefore stretched longitudinally to permit assembly. Once installed between the sleeves it is so compressed, therefore, that relative movement within the range for which the bush is designed can be taken up solely by the rubber. The invention itself was that of a Belgian, M. Leon Thiry, and its introduction into this country was rapidly successful. Andre succeeded in getting his Silentbloc bearings installed in an Austin in 1927, and within a year flexible bearings had been designed for A.C., Rover, Sunbeam, Lanchester, Riley, Armstrong Siddeley, Lagonda and Hillman cars. From that time onwards the bush never looked back, and by the middle 'thirties it was being made in millions.

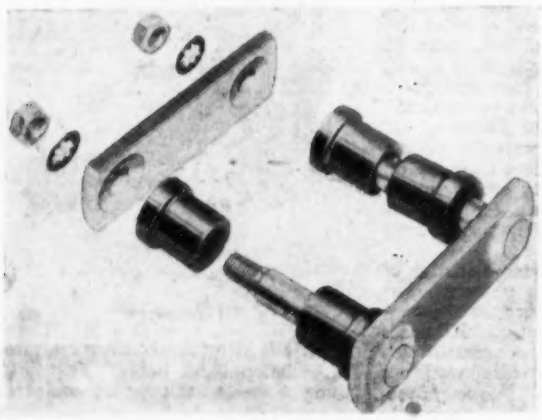
Absorbent

The great virtue of such bushes is, of course, the absence of the necessity for periodical lubrication; additionally, however, they are self-aligning and vibration absorbing, and it is easy to see how the last-mentioned virtue would influence the original design until a similar device would be produced to utilize this quality primarily, and with the primary virtue now secondary. In fact, of course, many devices now exploit all the known virtues of rubber, but the original sleeved bush remains one of the most ingenious methods of exploitation.

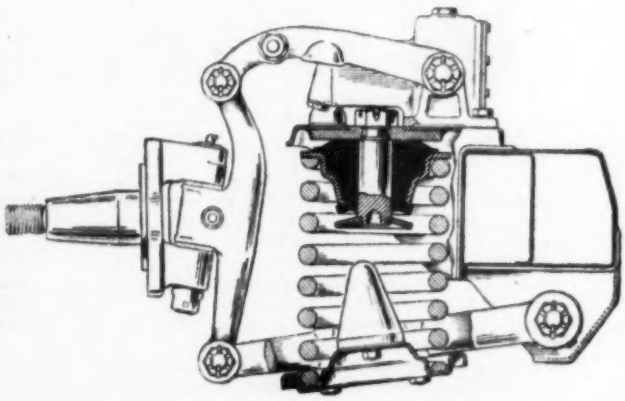
Its uses were, and are, widespread, starting in the obvious place—the eye of a leaf spring—and developing; until today, when a recorded programme is being broadcast by the B.B.C., one can be sure that the carriage rail on which the pick-up arm is running—part of a precision instrument—is flexibly supported by Silentbloc mountings.

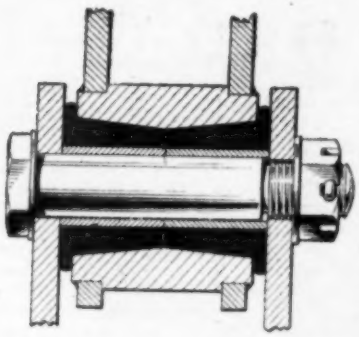
Various applications of the Silentbloc bush principle are shown in the illustrations: the Frazer-Nash reaction member shows it in an important context, and in a position in which normal lubrication would not be easy. As a mounting for the rear anchorage of the radius rods of the Ballamy i.f.s. system it is also a solution to the access problem, and the divided axle is pivoted on Silentblocs. It is capable of reducing the drudgery of "going round the suspension" with a grease gun to a perfunctory routine; in the Aston Martin rear springing application shown, for instance, six lubrication nipples are eliminated; two more disappear by this means (and two on the other side) for the radius rod and anti-roll bar of the ingenious Ford front suspension; the Armstrong Siddeley Hurricane, Typhoon, Whitley

The popular Silentbloc-Harris spring shackle. Concave recesses in the side plates concentrate pressure strategically within the bushes.

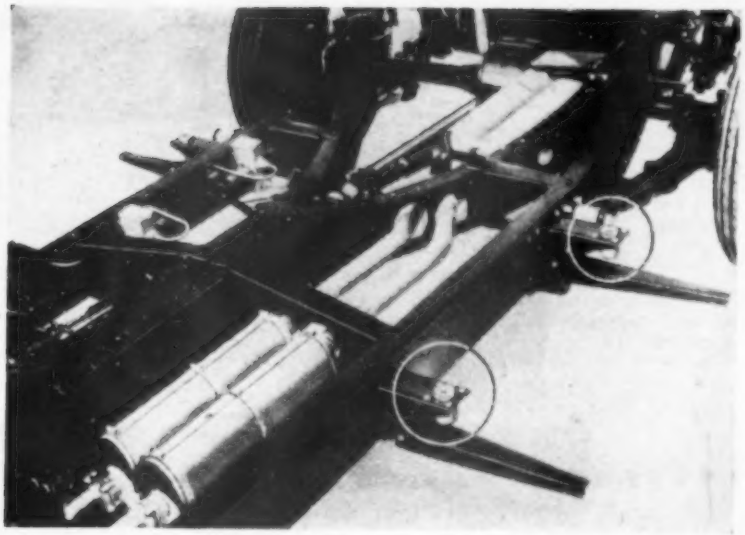


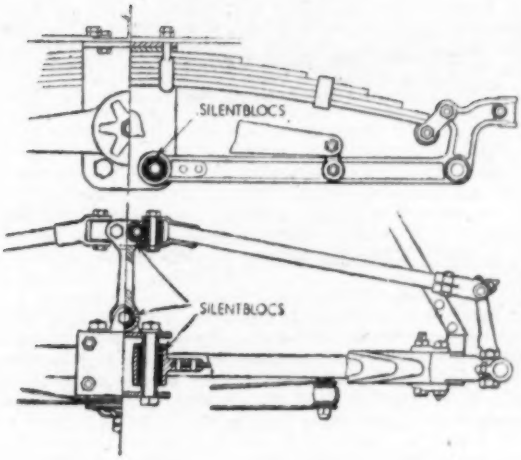
Application of the ingenious Frustacon mounting to the coil spring of independent front suspension. Without the rubber insert, there is a metallic path for tyre noises through to the body.





Tightening of the flangeless taper bush results in a flange forming under pressure, which prevents metallic contact at the sides.





Above: Silentbloc body mountings in the supporting brackets of the H. J. Mulliner body on the Rolls-Royce used by H.M. the Queen and H.R.H. the Duke of Edinburgh.

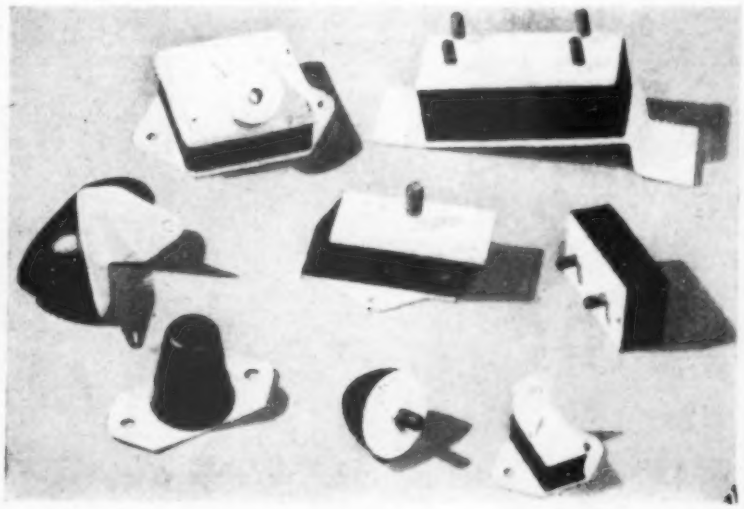
Left: The Ballamy i.f.s. uses rubber bushes at axle pivot points, the track rod division and after end of the radius linkage.

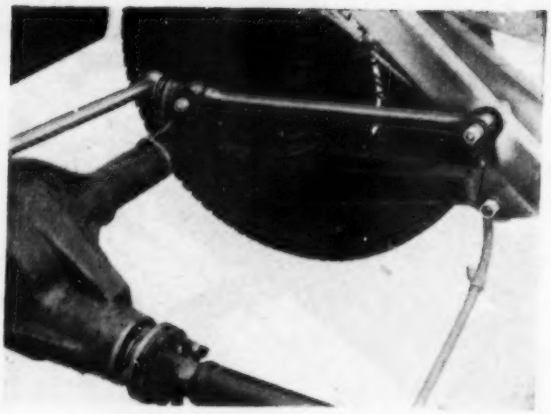
Below: Selected sandwiches and suchlike—bonded rubber-metal mountings produced by the Andre Rubber company.

and Lancaster i.f.s. also uses it, as does the Sapphire rear springing, and there is no doubt that the utilization of the device in complicated linkages will continue to grow as motorists become less and less inclined to do their own greasing, and service charges grow ever higher.

The early use of Silentbloc principles for mounting purposes was for the absorption of vibration, and this particular usage has lately become additionally important owing to the increased awareness of bodywork noise following quieter engines, integral construction and higher speeds. Noise is merely vibration at audible frequencies, and the search for the silent car must therefore damp out all vibration; rubber mountings help. The bushes will take some of it, the engine mountings more again (except in expensive cars these are usually the bonded "sandwich" type of mounting). Anywhere that rubber is interposed between sources of vibration and the occupant of the car will be a spot in which noise tends to disappear.

But after the silencing of mechanical noises the noise of the tyre's passage over the road surface still remains; motorists are well aware of the suppressed thunder that results from this being echoed by an integral construction body. Plainly, the remedy is to interpose rubber between wheel and body at all possible points, so that the medium transmitting the noise vibrations is broken by a noise-insulating medium. Rubber bushes look after this necessity at most points, but one easy metallic path from wheel to chassis is left through the coil spring of the average front suspension. To block this path the Silentloc Frustacon mounting was devised; it is used on the current Rover 75 and forms a simple, ingenious and complete rubber





Silentbloc bushes are provided at the mountings of the trailing arms and Panhard rod on the Aston Martin coil spring rear suspension.

INSULATOR *Par Excellence* . . . . .

continued

mounting for the coil spring employed.

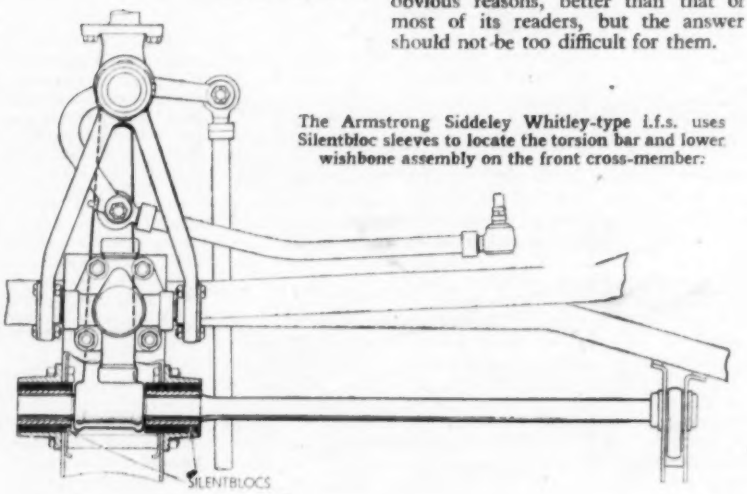
This car, indeed, is an object lesson in the use of rubber to reduce lubrication. There remain only four grease-gun application points, and these are on the transmission shafts.

Obviously, in such uses the rubber quality must be accurately controlled, and it was to this end that the Andre Rubber Co., Ltd. was formed in 1937. Here the rubber inserts for Silentbloc applications are manufactured under laboratory control, and research is continually undertaken. This company exploits the new techniques of bonding rubber and metal, and a selection of typical sandwich mountings is shown in one of the illustrations. The simplicity of all these applications of rubber is attractive; a glance, and the purpose and action of the component can be seen. Such simplicity has the other attraction of cheapness in manufacture.

What is the ultimate in the use of rubber in automobile applications? Who can tell? The Andre Rubber company give a hint of the future in the following:

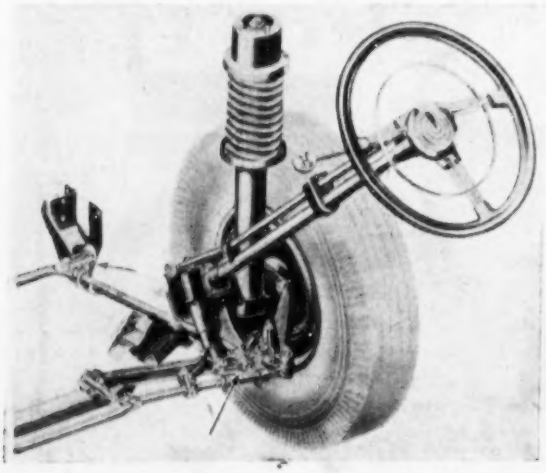
"A complete rubber suspension appears to answer the question. The pros and cons of such a system are complex, but more than one system has been produced and it is known that racing car manufacturers favour a rubber suspension, particularly if the rubber can be employed to produce a non-linear deflection characteristic. A new rubber unit with this characteristic has been designed and tested with success on a light Continental car and there seems to be every possibility of producing a front and rear rubber suspension which will win favour with the manufacturer, and the public, in both performance and price."

This journal's guess as to the identity of the suspension in question is, for obvious reasons, better than that of most of its readers, but the answer should not be too difficult for them.

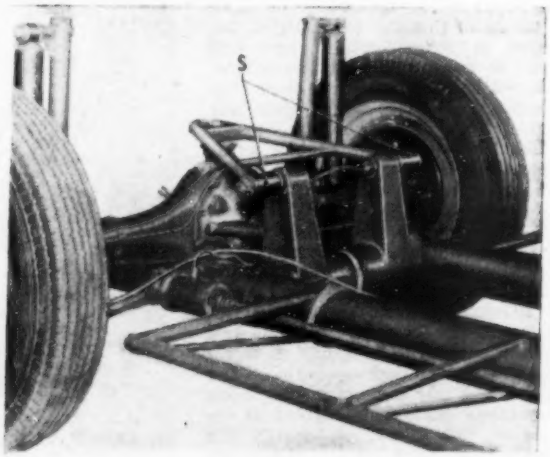


The Armstrong Siddeley Whitley-type i.f.s. uses Silentbloc sleeves to locate the torsion bar and lower wishbone assembly on the front cross-member.

Arrows indicate the flangeless taper bushes employed in the front suspension of the Ford Consul and Zephyr models.



Torsion bar rear suspension of the Frazer-Nash, showing the Silentbloc bearings of the A-shaped reaction member.



No. 1487: MORRIS OXFORD TRAVELLERS' CAR

The station wagon body blends well with the front portion of the car, which is similar to the Morris Oxford saloon, to form a vehicle of very pleasing lines. Detachable rear wings are used.

the Autocar ROAD TESTS

A COMPARATIVE newcomer to the Nuffield range, the Morris Oxford Travellers' Car can perhaps best be described as a family affair; at least, that was the impression gained during conversation with a large number of admirers and would-be owners during the time that the car was in the hands of this journal for the purpose of this Road Test. The reactions to the model, thus sampled, go to show that the market for this type of vehicle is by no means completely tapped in this country, as also applies abroad. This model is potentially very attractive for a man who often requires transport for the perambulator, the dog, and household paraphernalia, as well as the family. Yet in spite of its very good carrying capacity it is a handsome looking vehicle and the general lines do not suggest that it is in any way over-bodied.

Basically, the Travellers' car, as it is officially called, consists of the Morris Oxford saloon body as far back as the front doors, aft of which is the "shooting brake" rear portion, which is a lightweight structure with an exposed ash frame. Now, whereas the standard Oxford saloon is of *monocoque* construction, this body is mounted on a chassis frame and, to reduce weight, aluminium rear body panels are used.

With a car of this type the accent is not placed on high performance, but rather on all-round utility and carrying capacity, but the Travellers' car can hold its own with the general flow of traffic, and with a maximum speed of over 60 m.p.h. available it can be cruised all day at around the 55 mark without showing any ill-effects. The side-valve engine develops some 41 b.h.p., it is of straightforward design, and is a unit very well suited to its task. It is quiet in operation and has a satisfactory degree of smoothness, together with good power at low speed, taking into account the engine size.

The gear box has four well-chosen ratios with first gear arranged as an emergency low; consequently, with the vehicle lightly loaded it is possible to start from rest on second gear. The synchromesh provided on top, third and second gears is smooth and effective even when snappy changes are made. The steering column-mounted gear lever is well positioned and has a convenient arc of movement, though there is a small amount of spring or whip in the mechanism. The gear change is in the main satisfactory in operation, but some slight difficulty was occasionally experienced in engaging second gear.

One question that is often asked when a relatively large body is provided is, how does it feel? In some examples where an enthusiastic body builder has over-emphasized his craft, the result may not be too good as regards handling qualities. This does not apply to the Morris Travellers' car

Left: There is a useful facia locker on the left side as well as the parcel tray which runs below the facia. Centre: Access to the rear passenger compartment is gained by folding forward the divided back of the front seat, and both front and rear compartments have rubber floor covering. Right: With the rear seat ready for use there is still a very considerable amount of luggage space.

Left : From this viewpoint only the large rear window area shows that the car is not the standard Morris Oxford saloon. Separate side lights are mounted below the faired-in head lamps, and both radiator grille and front bumpers are in bright finish. Right : This view shows the timber frame of the Travellers' car body. Ventilation of the rear compartment can be increased by means of the sliding rear windows.

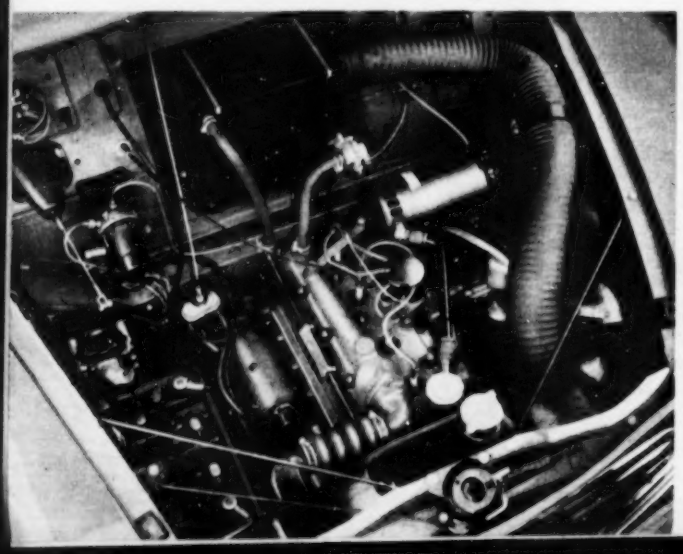
ROAD TEST . . . . . continued

and in spite of a spacious body there is decidedly no sign that the model has outgrown its strength. It feels very stable and does not object to being driven quite hard and fast if the driver is so inclined, although it must be appreciated that it is designed for carrying capacity rather than speed. The suspension, by torsion bars at the front and half-elliptic springs at the rear, results in very comfortable riding as well as the stability mentioned. Stability is further increased by the rear spring dampers being mounted in such a way that they tend to reduce roll—very little roll is displayed on corners, no matter what the loading.

As with the Morris Oxford saloon, rack and pinion steering is used, and on the model tested the system proved to be an extremely good example of its kind. With a little over three turns from lock to lock, the steering is very precise, yet it is also light. Also, no noticeable kicks or road reactions are transmitted back to the steering wheel. Throughout the speed range the steering feels very pleasant; it is neither uncomfortably heavy nor unduly light at the top end of the speed scale. Concerning the handling characteristics as a whole, under test conditions of loading the car appears to have neutral steering on the straight, with perhaps a very slight tendency to over-steer in the well-laden condition; but because of the general excellence of the steering mechanism this is in no sense an embarrassment, and, in fact, the Morris can be cornered quite briskly without any uneasiness or feeling of uncertainty.

The hydraulically operated brakes proved quite satisfactory under normal driving conditions during the test, but some slight brake fading occurred during the performance testing, and with a two-up load there was a feeling that the rear wheels were locking before the front wheels. Also, relatively heavy pressure was required for check braking; no brake fading was experienced on the road under normal driving conditions. The hand brake control, which mechanically operates the rear brakes, is conveniently positioned and quite effective.

The four-cylinder side valve engine is dwarfed by its auxiliaries. The large diameter flexible pipe conveys air from the front of the car to the heater unit mounted on the bulkhead. The electrical equipment is very accessible.



With a body of this style the relatively large panels of the box-like structure sometimes result in a noisy vehicle, as it is often difficult to provide adequate damping for large panels. In the Morris Travellers' car this problem has been efficiently solved and it has a satisfactory degree of silence in regard to noises transmitted by the suspension system and the engine, nor is there any noticeable speed at which panel resonance occurs. The luggage compartment has a wooden floor and painted metal sides, and care must be exercised, therefore, in stowing the type of luggage which may easily rattle against the floor or body. It would perhaps be better if the interior of this compartment were lined with a protective material. This would be a simple addition that could be made by an owner to suit his requirements.

Arrangement of Controls

The front compartment is well appointed and up to saloon car standards. The driving seat is very well upholstered, it is comfortable and provides support where it is most needed, with the result that even after long periods at the wheel no muscular fatigue is noticed. There is a useful range of adjustment for the front seat and it is very well positioned in relation to the steering wheel. The pedals, too, are well arranged, although the brake and clutch pedal pads are rather small and fairly close together. The throttle pedal is light in action and has a pleasant arc of movement; also the arrangement of the body permits an unobstructed toeboard and in consequence there is ample free space for the driver's left foot when it is not operating the clutch or dip switch control.

From the driving seat there is good forward vision, although it is not possible to see the left-side front wing in a right-hand drive car, and also there is the feeling that the windscreen is a long way away; this is particularly so for a driver who likes to sit fairly far back from the steering wheel. As a result, mud splashes on the windscreen appear to be "in focus." The screenwipers are powerful and have a useful arc of movement, but it would be better if the length of arm or the pivot position were adjusted slightly to reduce the unwiped portion of the centre of the glass.

All the minor controls are well positioned on the facia panel below the instruments, with the exception of the fan

switch for the heater (when this optional equipment is fitted). There is a rheostat switch for the control of instrument lighting—a particularly useful feature that is seldom found on post-war cars.

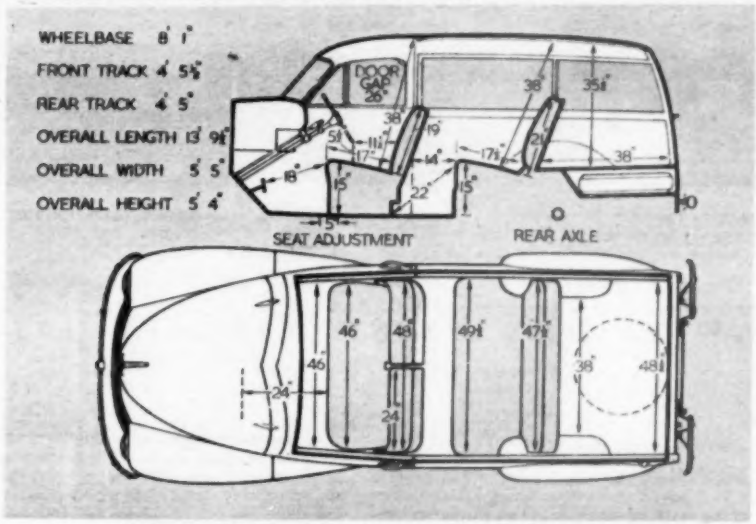
Access to the rear seats is gained by folding forward the divided back of the front seat. There is not too much room to get in and out of this compartment quickly, particularly if the front seat is set well back, but there is ample space for two persons, while three can be carried if necessary. The rear seat squab would be more comfortable if it were not quite so vertical.

Because of the body construction, the all-round visibility is of a particularly high order, and in the rear seat in particular, from the visibility viewpoint, there is almost a feeling of riding in an open car with the hood down, with the added comfort, on a cold winter's day, of the warmth provided by a very satisfactory heating system. If the maximum luggage capacity is required the rear seat may be folded flat to increase the floor area. This is a simple operation and consists first of pivoting the rear seat cushion up against the rear seat squab and then folding forward the squab so that it is level with the remainder of the floor.

The horns, operated by a button in the centre of the steering wheel, have a pleasing note, and are effective. The double-dip head lamps provide a beam and range well up to the performance of the car. There is a warning light on the facia panel to show the driver when the beam is in the full ahead position. Starting from cold was at all times very good and the mixture control was required for only a very short time.

This is a very attractive all-purpose vehicle; it is smart, has very pleasing lines, and gives satisfactory performance. It is quite economical on fuel and has a particularly good carrying capacity.

MORRIS OXFORD TRAVELLERS' CAR



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	4.875 to 1	7.342 to 1	10.983 to 1	18.559 to 1
10—30 ..	15.0	10.0	7.5	—
20—40 ..	16.1	11.4	—	—
30—50 ..	20.1	16.9	—	—
40—60 ..	31.0	—	—	—

From rest through gears to:

M.P.H.	sec
30 ..	8.1
50 ..	23.7
60 ..	45.8

Standing quarter mile, 26.7 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	65.5	105.4
	(best)	66.0	106.2
3rd		34—50	55—80
2nd		20—33	32—53
1st		14—20	23—32

TRACTIVE RESISTANCE: 27.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	162	1 in 13.7
Third	245	1 in 9.1
Second.. ..	369	1 in 6.0

BRAKES:

Efficiency	Pedal Pressure (lb)
77 per cent	100
68 per cent	80
35 per cent	60

FUEL CONSUMPTION:

23.2 m.p.g. overall for 139 miles (12.23 litres per 100 km).
Approximate normal range 22–28 m.p.g. (12.8–10.1 litres per 100 km).
Fuel, Pool.

WEATHER: Dry; very slight wind.
Air temperature 37 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 10, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	67.5
True speed	8	19	29	39	49	59	66

DATA

PRICE (basic), with Travellers' car body, £530.
British purchase tax, £295 18s 10d.
Total (in Great Britain), £825 18s 10d.
Extras: Radio £26.
Heater £15 10s.

ENGINE: Capacity: 1476.53 c.c. (90 cu in).
Number of cylinders: 4.
Bore and stroke: 73.5 × 87 mm (2.894 × 3.425in).
Valve gear: side valves.
Compression ratio: 6.6 to 1.
B.H.P.: 41 at 4,000 r.p.m. (B.H.P. per ton laden, 31.9).
Torque: 65 lb ft at 2,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 15.1.

WEIGHT (with 5 gals fuel), 22 cwt (2,464 lb).
Weight distribution (per cent) 56 F; 44 R.
Laden as tested: 25¼ cwt (2,878 lb).
Lb per c.c. (laden): 1.95.

BRAKES: Type: F-2, leading shoe. R, leading and trailing.
Method of operation: F, Hydraulic. R, Hydraulic.
Drum dimensions: F, 8in diameter, 1.47in wide. R, 8in diameter, 1.47in wide.
Lining area: F, 44.1 sq in. R, 44.1 sq in (68.7 sq in per ton laden).

TYRES: 5.50 – 15in.
Pressures (lb per sq in): 24 F; 26 R.

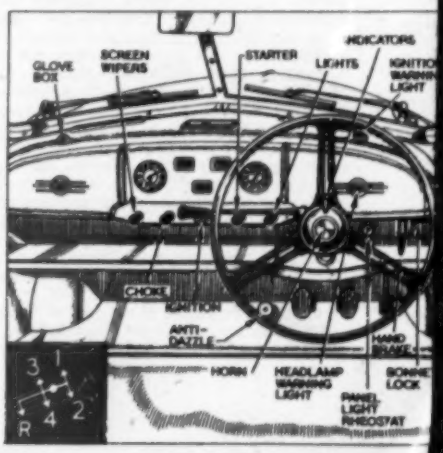
TANK CAPACITY: 9 Imperial gallons.
Oil sump, 9.5 pints.
Cooling system, 16.5 pints (plus 1.25 pints if heater is fitted).

TURNING CIRCLE: 36ft 1in (L).
37ft 0in (R).
Steering wheel turns (lock to lock): 3¼.

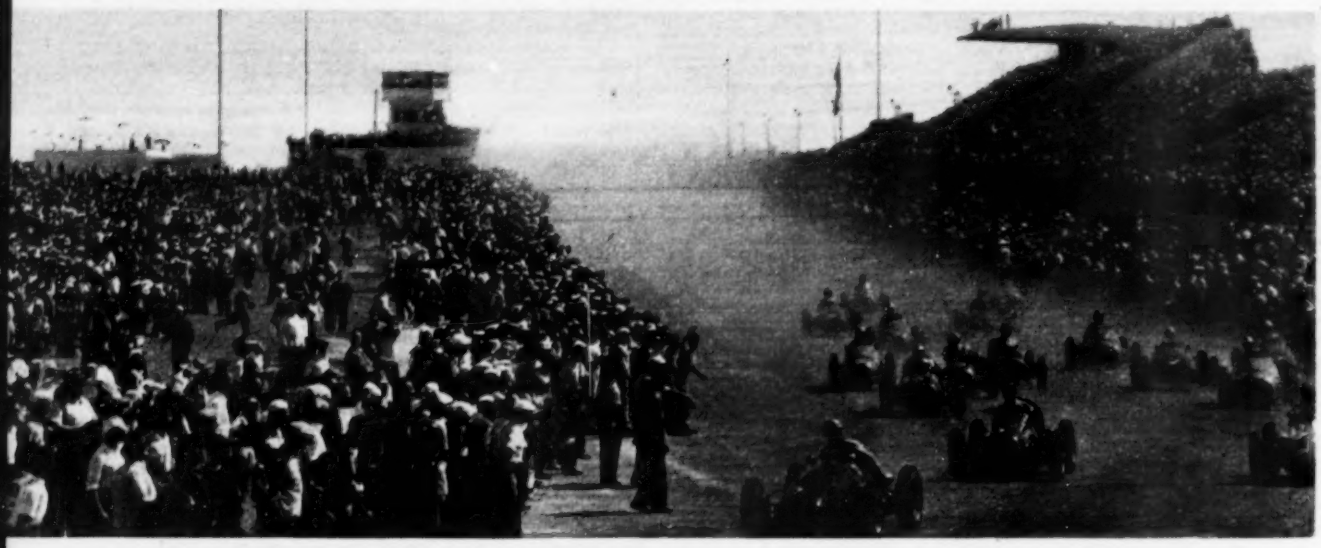
DIMENSIONS: Wheelbase 8ft 1in.
Track: 4ft 5½in (F); 4ft 5in (R).
Length (overall): 13ft 9½in.
Height: 5ft 4in.
Width: 5ft 5in.
Ground clearance: 6½in.
Frontal area: 20.24 sq ft (approx).

ELECTRICAL SYSTEM: 12-volt. 51 ampère-hour battery.
Head lights: Double dip; 42-36 watt.

SUSPENSION: Front, Independent by torsion bars and links.
Rear, half-elliptic.



ARGENTINA OPENS THE SEASON



Ascari leads the field into the first bend following the start. In this picture can be seen part of the immense crowds, 300,000 strong, who, already out of control, are standing on the track itself. The sale, by irresponsible people, of wire cutters with which to remove the barriers did not help the situation.

1952 CHAMPION WINS THE FIRST RACE IN 1953

DURING the practising period for the first Gran Premio de la República Argentina, while in general the teams did not have much trouble, Ferraris had plenty to worry about with Farina's car, which was completely unassembled and was eventually built up the night before the race, in true motor racing tradition. After some exploratory feeling of the track, serious business was got down to, and Fangio went round in 1 min 49.1 sec for the fairly twisty 2.445-mile lap, and Ascari was only slightly slower. Ferraris reappeared for 1953 with two long dual exhaust pipes in place of the stub outlets they had been using previously, and Maseratis used dual ignition, with one vertical and one inclined magneto.

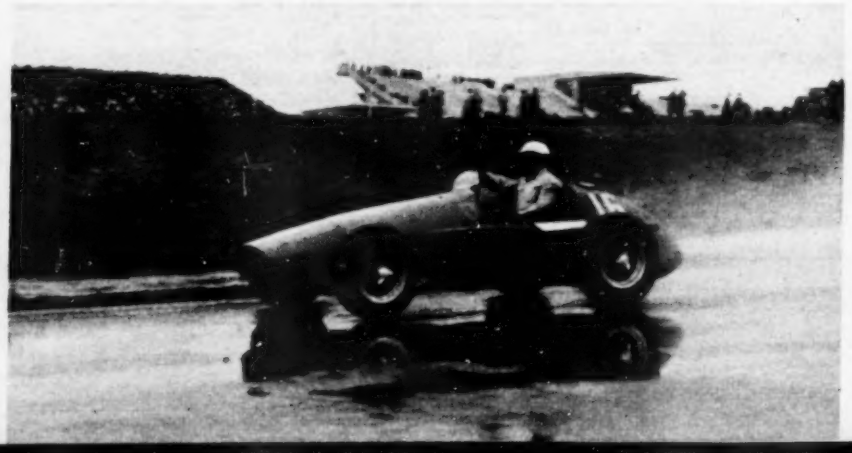
Earls Court Cooper

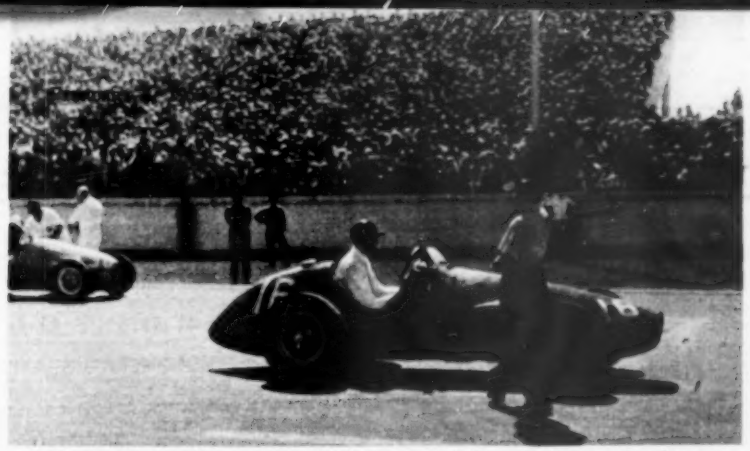
Coopers had three cars, including the beautifully finished 1953 Earls Court prototype, with stubs, while the other two cars had long pipes. The Gordinis came over with four 2-litre cars and one much-raced 1½-litre for an Argentinian driver. Eventually Pablo Birger was to take over this car, while one of the 2-litres went to Carlos Menditeguy. Oscar Gálvez drove one of the team Maseratis, and did many laps at a fairly cautious pace, only really finding his form the day before the race during the classification trials to determine starting positions. The pre-race day was cool and wet, although the rain stopped at about four p.m. and the track started to dry, after which times improved considerably and eventually Ascari got round in 1 min 55.4 sec, which was to remain the best time of the day, as Fangio could manage only 1 min 56.1 sec, while Villoresi and Farina managed their best laps at 1 min 56.5 sec and 1 min 57.1 sec respectively.

On race day the Autodrome at Buenos Aires was chock-full seven hours before the start, at four p.m. The people, nevertheless, just kept on piling in, until the crowd quickly swelled to such proportions as to constitute a real menace to safety. Normally the public is allowed only within a sector of the main straight, about half a mile long, but around mid-day the mass broke through the enclosures and swarmed all round the sides of the track, reducing things to a state of chaos. There were even a few unauthorized people within the official enclosure which contains the pits, Press stands, timing boxes, and so on, although, in fact, the number of authorized hangers-on who had somehow managed to get a pass was so great that genuine pressmen had great trouble seeing anything at all of the race. Furthermore, the vast crowds hampered photographers considerably in their work. The atmosphere at the time of the start was electric, with uncontrollable crowds everywhere, crossing the track practically at will and easily overcoming the authority of the police and soldiers who tried to keep them in check. However, the start was delayed only four minutes, by which time the competitors had lined up in the following order: First row, Ferrari (Ascari), Maserati (Fangio), Ferraris (Villoresi and Farina). Second row, Maserati (Gonzalez), Ferrari (Hawthorn), Gordini (Trintignant). Third row, Gordini (Manzon), Maserati (Gálvez), Gordini (Menditeguy and Behra). Fourth row, Coopers (Brown and Schwelm), Gordini 1500 (Birger). Fifth row, Maserati (Bonetto), Cooper (Barber).

When the flag dropped at 4.04 p.m., Villoresi shot into the lead, to be passed

Farina, lying third before his accident, splashes past the grandstands.





Britain's J. M. Hawthorn, driving his first race with Ferraris, lines up for the start in the second row on the grid.

immediately by Ascari, while Gonzalez hung on behind, and was in second place first time round, Villoresi having dropped to sixth behind Fangio (Maserati), Bonetto (Maserati) and Farina (Ferrari). On the third lap Fangio passed his teammate into second place, but Ascari was beginning to draw away relentlessly and some observers were already beginning to feel they knew who the winner of the race would be. Villoresi slowed slightly and dropped back, as did Bonetto, while Hawthorn took on Farina for fourth place, actually getting it at one time, then losing it again, while at the front it was now obvious that the Maseratis could not hope to compete on level terms with the Ferraris. Gonzalez, indeed, was soon in his pit, very briefly, but long enough to lose his third place to Farina, and now it was Ferrari-Maserati-Ferrari, with Fangio's car sandwiched in the middle. The Gordini team were not going very well up to now, and only Manzon was within striking distance, in fifth place, which he afterwards lost to Villoresi.

Retirement

Then on the 21st lap came the first retirement when Schwelm had a stub-axle break on his Cooper and a wheel careered off into the crowd, injuring two people. A lap later Birger had to give up when he stripped the crown wheel of his little 1,500 c.c. Simca-Gordini after a very neat race. By this time Ascari led by half a minute from Fangio, who was quite obviously unable to do anything about it, and interest was being given to the race by a frantic duel between fellow Maserati drivers Gálvez and Bonetto, running for seventh place. Manzon was now fifth again, with the only Gordini which would function well, and then became fourth when Gonzalez stopped again, while another Gordini man, Menditeguy, broke his gear box and was out of the race. On the 29th lap Bonetto stopped at his pit with the engine on fire and had the fire put out and plugs changed in three minutes, getting away well again, but three laps later much greater sensation was to be caused when Farina, after swerving to avoid a small boy who strolled across the track at the wrong moment, skidded broadside and ran into the crowd, killing nine and injuring twenty-six. The driver was only slightly injured, but the nervous shock was great and at first it was feared he might have a nervous breakdown. Furthermore, Alan Brown was running just behind the Italian car and in the succeeding panic could not avoid running down and fatally injuring another small boy.

Hardly had the commotion died down when Fangio made an appearance at the pits. It was discovered that a universal had gone and the highest Maserati was out of the race. With Farina and Fangio so suddenly out, Manzon climbed up into second place, a minute behind Ascari, with Villoresi third and Gonzalez fourth. However, this did not last long, because Manzon lost a wheel just past the stands, bringing his car to a stop without accident. Gonzalez then had more trouble and Hawthorn passed him, so at roughly "half-time" the order stood as follows:

50 laps.

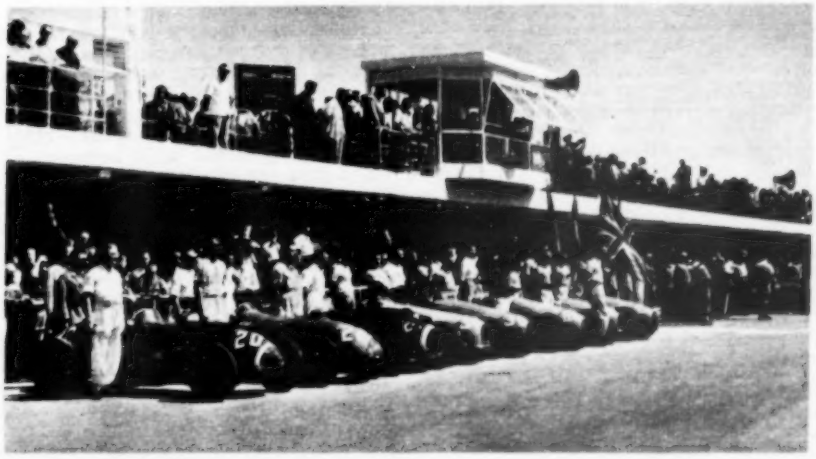
1st.—Ferrari (A. Ascari), 1h 32m 50.8s.
2nd.—Ferrari (L. Villoresi), 1h 34m 20.2s.
3rd.—Ferrari (M. Hawthorn), 1h 35m 14.7s.
4th.—Maserati (J. F. Gonzalez), 1h 35m 52.4s.
5th.—Maserati (O. Gálvez), 1h 34m 21.5s.

Ascari and Villoresi now settled down to hold their first and second places, although the rhythm of the race did not fall off appreciably and speeds were still high.

Gonzalez eventually got past Hawthorn, and started off after Villoresi, but by now everybody was a bit tired and few people strove to catch the man in front. An exception, however, was Oscar Gálvez, who hared off after Hawthorn for fourth place, but eventually the young British driver pulled away and the danger was past. Gonzalez was another man who had pulled out all the stops; he knocked out 1 min 48.7 sec for the lap, but this was eventually bettered by Ascari who went round in 1 min 48.4 sec and thus secured another point for the world's championship. Ascari came in on his 73rd lap for tyres, changed in 33 sec, and Gonzalez' men took four seconds longer when he came in five laps later. By this time Gonzalez had moved quite close to Villoresi, who also stopped, but when the Italian driver saw the danger he opened up and put a lot of space between the two cars: obviously the Maseratis are not up to Ferrari standards yet as far as speed and reliability go. By this time the race had settled down to Ascari, leading without trouble, Villoresi also unworried, Gonzalez doing all he knew, Hawthorn probably not flat-out, Gálvez driving very well and without fireworks, Behra and Trintignant in trouble, and Barber and Brown going as fast as they could but no match for the other cars, and eventually the race ran out like that, Ascari having led from start to finish, and Luigi Villoresi taking third place after a wonderful drive. Then came the meteoric but unlucky Gonzalez, Hawthorn, Gálvez, Behra, Trintignant, Barber and Brown.

World champion of 1952, Ascari, receives the chequered flag in the first G.P. of the 1953 season.

Drivers stand to attention beside their cars for the greeting by President Peron before the start.

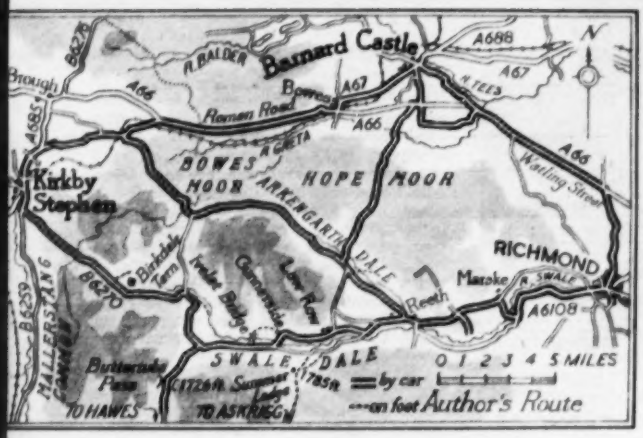


RESULTS

Run over three hours distance on a 2.43-mile lap.

1. Ferrari 1,980 (A. Ascari), 3h 1m 4.6s, 78.187 m.p.h.
2. Ferrari, 1,960 (L. Villoresi), 3h 1m 36.6s.
3. Maserati 1,978 (J. F. Gonzalez), 3h 2m 19.2s
4. Ferrari 1,960 (J. M. Hawthorn), 3h 2m 53.6s.
5. Maserati 1,978 (O. Gálvez), 3h 3m 48.1s.
6. Gordini 1,975 (J. Behra), 3h 1m 10s.
7. Gordini 1,975 (M. Trintignant), 3h 1m 7.1s.
8. Cooper-Bristol 1,971 (J. D. Barber), 3h 1m 40.6s.
9. Cooper-Bristol (A. E. Brown), 3h 2m 46.6s.

Fastest lap, Ascari (73rd), in 1m 48.4s, 80.70 m.p.h.



By

G. DOUGLAS BOLTON

PENNINE ADVENTURES

From Gunnerside village—no more than a huddle of grey stone cottages—an excellent view is obtained of Swaledale.

THE best of Swaledale lies between Richmond on the east and Birkdale Common on the road to Kirkby Stephen, a total distance of about 30 miles. But there is much more to it than this. The up-dale route from Richmond involves returning the same way or by still longer routes. Swaledale, and adjacent Arkengarthdale, can be explored very nicely in two very full days using one of the neighbouring towns as a base. But be sure to wait your chance for clear, sunny weather, as there is a lot of hill climbing to be done, and when the moors are shrouded in thick mist there is little pleasure in crawling in bottom gear with head lights on.

Many places would serve equally well as a base, but Richmond and Barnard Castle are especially good. With the object of visiting Arkengarthdale and Tan Hill, Barnard Castle was selected and one day devoted to a circular route leading to Richmond, Reeth, Tan Hill and Bowes. The second day's journey led due south over Hope Moor to Reeth, from where a continuation up-dale led to the farthest limits of Swaledale, and then descended to Kirkby Stephen, the return to Barnard Castle again being made via Bowes.

These two routes give some of the finest motoring in the north, and take in some of the wildest and loneliest scenery in England. Swaledale itself offers brisk local traffic, grey stone walls, grey villages blending harmoniously with the sweep of the hills, and well-surfaced roads keeping close company with the Swale, a river offering many scenes of great beauty. The attraction to the enthusiastic motorist is that despite good surfacing, kind to the car, Swaledale roads are so tortuous, so tricky and so hilly, that driving, especially with a sizeable car, becomes a positive delight to the keen motorist. The steering wheel does not revolve quite as much as the road wheels, but it is rarely still. Lovers of gear changing could have a real tonic holiday in Swaledale.

Barnard Castle, my starting point, seen from the south, is a somewhat severe-looking town approached by a medieval bridge of such startling aspect that much care is involved in negotiating. Access is regulated by traffic lights, so there is ample time for delicate manœuvres. Once you have climbed into the main street you find a busy market town

Muker, a small and isolated village, is dominated by its austere grey church.

with good shops, the historic King's Head hotel, where Dickens stayed in 1838, old houses, and much bustle and activity. The castle, the nearby Bowes Museum and the walks by the river are attractions giving it great distinction.

Early one hot summer's morning I drove down to the famous bridge, crossed the Tees and followed a winding lane to Brignall, a quiet little place surrounded by park-like country, lots of green fields and a refreshing absence of walls. The sun shone brightly, billowy clouds loomed on the horizon and the Austin purred along slowly, just as happy as a car can be. On the descent to Greta Bridge the celebrated Morritt Arms hotel was passed, but it was too early to call for a meal. Dickens and Scott were much

—WITH EMPHASIS ON SWALEDALE

impressed by this district, and Turner and Cotman made some famous paintings of nearby scenery. Nevertheless, if one dilated about Greta Bridge, Dairy Bridge, the Meeting of the Waters, Rokeby Park, Abbey Bridge and Egglestone Abbey, one would never get to Swaledale.

Richmond was reached in good time after following A66, built over the Roman road from Carlisle, hence very straight and fast, though undulating. Just before entering Richmond the Austin was turned off to Easby Abbey, whose extensive ruins nestle beside the Swale in singularly beautiful surroundings. I spent so long wandering around the chapter house, chapel, gatehouse and refectory, that I ultimately arrived at medieval Richmond in time for an early lunch. Richmond is dominated by its imposing Norman Castle best seen from the bridge across the Swale. A path leads beside the river here, fringed on one side by green banks and woods and on the other by old-world cottages. The rock-strewn turbulent river is of considerable width and is spanned by a graceful bridge. The blue of the river, the red pantiles of the cottages and the mellow grey of the huge medieval castle form one of England's most distinctive pictures. It is a long climb from the bed of the river to the extreme top of the tall Norman keep and one is usually more than somewhat out of breath by the time one peers down on Richmond, spread out like a map. Far below can be seen the unique church with shops let into its walls, the old houses clustered round the market square and all the boisterous activity of one of our most fascinating market towns. I could even see my car, a timely reminder that I must either leave Richmond right speedily or forget about Swaledale.

Wooded Marske

The fine scenery starts at once. Thick woods, the Swale at its loveliest and a first-class main road make a tempting introduction to the dale. Beyond Downholme Park is a sturdy bridge across the Swale, here cool and inviting. A by-roads leads across the bridge to Marske, giving access to the hill road to Marrick, a more exciting course than the main road which it rejoins at Grinton.

Marske is a luxurious little village right "out of this world." If you like gardens and trees you will like Marske. Marrick is very different, being perched on a hill over a thousand feet above sea level; one of the loneliest villages in the dales. On arrival there was no sign of human activity, but attraction was provided by an old-world cottage festooned with creepers, with a sundial over the door overlooking a bevy of apathetic hens. A huge cat glared from the worn paving in front of the house, but the dog was fast asleep stretched out in the sun. A weather-beaten wooden sign on a nearby cottage indicating the post office; milk cans were piled high on neighbouring walls. Marrick appeared to be in a state of siesta. The Priory, far down in the valley beneath, was founded for Benedictine nuns in the 12th century. It is not easily reached, but its 13th-century tower is a conspicuous landmark from the main road on the south side of Swaledale.

After rejoining the main road, B6270, a little north of Grinton, I entered Reeth, a typical grey dales town with sturdy houses around a spacious green and lots of cobblestones. Here civilization was left behind for a lonely region of grim moorland with occasional farms and scattered hamlets to show that life survived. This once-busy lead-mining district abounds in odd names. The Austin was now getting to grips with the ever-soaring road, and it was not long before it was overlooking Arkle Town on the one side and Booze on the other. There is no beer at Booze, not even the vestige of an inn.

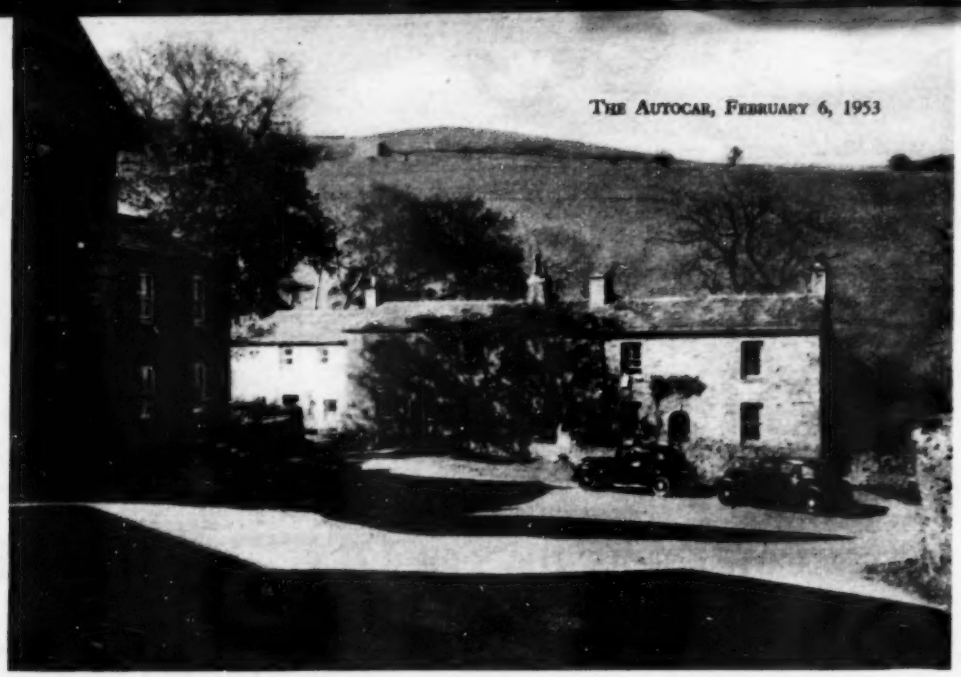
Beyond the hamlet of Langthwaite a lonely road branches off over Hope Moor, offering a short cut to Barnard Castle, a route reserved for my continuation of Swaledale on the following day. Up Arkengarthdale there are still odder sounding names. I pulled up at Whaw. Eskeleth lay to the right, Seal Houses in front, with Punchard and Low Faggergill beyond. Then followed more climbing to the top of Broadshaw Bottom followed by a steady ascent to Tan Hill Inn, 1,732 feet above sea level and England's highest inn. One can think of few lonelier roads than this, the moorland panorama in every direction appearing to go on for ever. The Austin was driven very cautiously along this route because years ago a former car had developed ignition trouble and caused chaos in my lonely heart!

Tan Hill Inn is often in the news and is now quite widely known, especially after it has been snowed up for long periods. Weather-beaten is a mild word to describe its appearance, but as a haven of refuge in a wilderness of moor

At Richmond the Norman castle towers over the River Swale as it flows through the town.

PENNINE ADVENTURES

continued



The evening sun casts shadows of the bare trees on the old cottages at Keld, in upper Swaledale.

its qualities are unique. Warm and cosy within, bleak and inhospitable without, it is best appreciated at other than peak periods. Somehow, a bevy of steaming cars panting outside is apt to impair the desolation of the scene.

A long descent leads across Polly Moss, and I turned off to Barras and joined the fast highway, A66, from Brough to Barnard Castle. After pulling up at Rey Cross—originally an ancient boundary stone between Northumbria and Scotland—for a farewell peep at the westering sun, the Austin was given its best scamper of the day along this fast moorland road. There was just time for a brief halt at Bowes to see Dickens' Dotheboys Hall (of *Nicholas Nickleby*) followed by a peep at the Castle, and then, in no time it seemed, we were back at Barnard Castle.

Booze Moor and Crackpot

Next day an early start was made, and favoured by fine weather the car was headed due south, revelling in the long lonely climb to the top of Hope Moor, another study in desolation. The summit is reached at 1,677 feet and offers a fine prospect of Booze Moor. Soon afterwards Reeth was reached, a base for the more adventurous and wilder upper areas of Swaledale.

The Swale at Feetham is delightful, shining silver in the sunlight, and even more intriguing were the cows on the green at Low Row, a peaceful scene overlooked by the medieval Punch Bowl Inn. Enthusiasts turn off here for Crackpot, starting point for the notorious Summer Lodge hill, but this insidious temptation was resolutely withstood in favour of the descent to Gunnerside, a small jumble of cottages huddled together as if very frightened of the barren world outside. A busy beck pours down from the fells with sturdy cottages fringing its rocky course. One of these cottages bore a notice proclaiming it as a bank, a strange surprise in this out of the world village. After crossing the Swale a halt was made beside an old packhorse track leading to Ivelet Bridge, one of the most exquisite packhorse bridges in Yorkshire. The graceful single span soars high above the Swale, a poem in stone, and this was the scene selected for a picnic meal. B6270 now leaves the Swale and turns westwards to Muker and Thwaite. Muker is a peaceful spot, an oasis in a wilderness, and is dominated by the grey walls of the church overlooking grey cottages and the main road bordered by a boisterous beck. Thwaite, if anything, is still more grey and appears to jut out from the landscape like a limestone outcrop, veritable architectural camouflage.

The long ascent of the Buttertubs Pass three miles south of Thwaite could not be resisted. The road surface is now so perfect that most of the former difficulties are smoothed out, but it is still a long steep climb with a 1 in 5 gradient, a terrific drop on one side, and, higher up, potholes on the other side of the road. These last are just deep enough to cause a fatal accident and do, I suppose, look like giant buttertubs. The summit is reached at 1,726 feet where the cool moorland air soon soothes harassed engines. The Austin, beyond smelling a bit hot, seemed completely unperturbed. Down to Thwaite again and then north to the Cathole Inn and sleepy Keld where the Swale is rejoined. Kisdon Force can be approached only on foot by following a rustic path from Keld downstream.

The car was parked beside a handsome Sheerline and a search made for this celebrated waterfall. I knew where it ought to be, somewhere down in the bottom of a precipitous ravine, but my efforts to reach it were in vain. I spent the rest of the afternoon lowering myself down grassy slopes bordering sheer drops, then followed the path in the direction of Muker until I could get down to the river bed. But even then attempts to force a way upstream were unsuccessful. I walked back to Keld and found a lovely old cottage bearing the magic word "teas." Once in the parlour time ceased to have any meaning. Horsehair furniture, Victorian pictures, sunlight streaming through the windows, flowers fragrant in the faint summer zephyrs, an old grandfather clock ticking away solemn as an owl—the pleasures of walking seemed far away.

Lots of tea, home-made cakes, scones, eggs, bread and real butter—it was early evening before the restart was made. I gazed in rapture at the cascading Swale seen from West Stonesdale Bridge and then headed up lonely Birkdale bound for another 1,700-feet climb.

Dodging Peat-bogs

Fortified by the tea at Keld, I parked the car on Birkdale Common and set off on foot in search of Birkdale Tarn, shown on the map as quite near the roadside. Its situation, high up on the moors, is hidden from the road and a start was made on a moorland climb a good half-mile adrift. It came out among the peat-hags of Tarn Moss, the most nightmare going experienced since a never-to-be-forgotten attempt on Cape Wrath. These wretched peatbogs criss-cross all over the place, boggy valleys between hills of heather. All sense of direction is lost while dodging these bogs. A shocking two hours went in endeavouring to get back to the road before nightfall, all this time being spent squelching through black water, climbing cliffs of peat, bounding up hillocks, wrestling with masses of heather, and, most poignant of all, wondering what on earth I was doing there.

My ultimate reunion with the Austin must have been a touching scene—but it was quite dark when I reached Barnard Castle.

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BE WARY

Highly Developed Observation and a Sense of Anticipation Mark the Truly Skilled Driver

By S. C. H. DAVIS

AN ancestor of mine, small, dark, and rather hairy, decidedly savage of appearance, once contrived to live his full span of life and thereby started something. Yes, I know; but the resemblance has been noted already by many exasperated friends. The point is that the ancestor reached an age unusual for his times because he was a thousandth of a second quicker than average in noticing things, and then in acting on what he noticed. Maybe it was the shadow of movement caught by the tail of his eye, maybe just long grass at the forest's edge that was moving against the wind, but it sufficed to avoid catastrophe. Now, though you may not believe it at first, the same ability to spot trouble coming stands us in good stead thousands of years afterwards during the lawful occasions of peace as much as in war.

Half the trouble on the road comes from forgetting what kept all our ancestors alive. Driving, riding, walking, all need instant action about something seen very quickly, plus that ability to predict which is the basis of successful chess. If you proceed in accordance with this idea you will, I think, find driving much more interesting. For example, I was running on a modern wide main road not so long ago when it was noticed that a laurel bush on the verge was shaking pretty vigorously, although it was a flat calm, which fact helped in avoiding a large dog of friendly habits and no known parentage who rushed from the bush across the road to converse with a fellow member of the local dog's Hell-fire Club.

Spotting Indications

If, as you can, you notice the right front wheel of the car ahead commence to turn right it is less annoying that no Trafficator signal announces the turn; and the same warning serves when a parked car is about to leave the kerb in a busy village street. Where I live the traffic lights round a corner are reflected in one shop window, greatly to our benefit. On a nearby by-pass it is fun to note what the lights, invisible over the brow of a steep slope, are doing from the behaviour of cars some distance ahead, as they reach that brow, while reaction to tail-of-eye vision has several times avoided pedestrians who walk into the road without looking.

Scoring over the ancestor, we can see astern, having mirrors, one glance in which will show if another car is close behind before one commences to turn right or just before arriving at a zebra crossing, where it helps if everything is O.K. for a possible "crash" stop. A habit of using the mirror all the time keeps one mindful of other traffic astern, whereby unpleasantness is often avoided. There should be no area behind and to the rear quarters which is not revealed in one or other mirror—assuming the valuable external mirror to be fitted additionally.

Get the drill right and it is amusing to study traffic on the lines of reckoning that "if that bus goes on, the car approaching will pass just as the bus swings out to overtake that stationary vehicle." Or, if you are left behind, having started on the green, *not* the amber, and are now overtaking a bunch of vehicles, it is often useful to work out things ahead on the basis of "that big Buick will have to swing out to the right-hand traffic lane to overtake the little man in the old Austin; which means the Humber will probably follow the Buick, so better to wait until they have all settled on a new course before overtaking in turn." No electronic predictor could be half as much fun as that process when negotiating the complications of intricate London roundabout systems such as that at Hyde Park Corner, Trafalgar Square or Marble Arch, even though none has quite the excitement of the Place de la Concorde or l'Etoile.

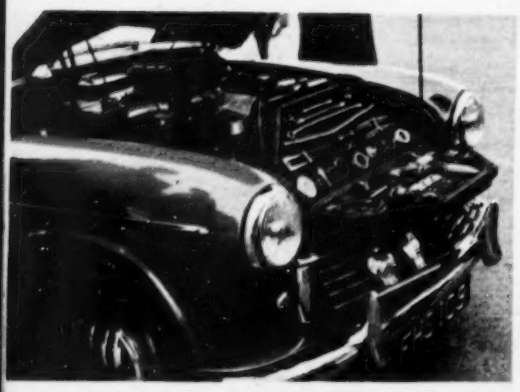
Given knowledge of the road, and a glimpse of an approaching but distant car, and it should be possible to foretell exactly the point of encounter—observation which stands one in good stead on the complicated twists of an Alpine pass. Gradually, as the idea takes hold, it is interesting to note how many other drivers get themselves into difficult situations which could easily be avoided with foresight, in which process are many lessons.

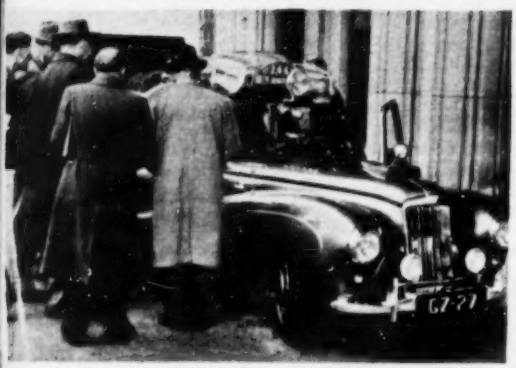
In effect, there is much to be said for driving as though in hostile country, trying not to be surprised by anything either from in front or behind, let alone from one side or other, allotting one or more bad marks when caught off guard. That way the Ancestor survived—as may you.

ACCENT on COMFORT

Anderson's Hillman Minx has this attractive toolkit under the bonnet, ahead of the radiator block.

Concours de confort judging took place in various sections. An attractive setting for one in the Casino Gardens.





Prix d'Honneur winner was a Sunbeam - Talbot, again Netherlands-owned, this time by B. Proos Hoogendijk; his co-driver was G. Seitz. (Below) Anderscn and Hastie with the Hillman Minx with which they won the 1,101 to 1,500 c.c. class of the Concours.

BRITISH CARS CARRY OFF HONOURS IN THE EQUIPMENT COMPETITION AT MONTE CARLO

WHEN the friendly rivalry and strife of the Monte Carlo Rally itself are over there is time to consider those aids to the comfort of the driver and crew which are so essential to success. For in a long-distance day-and-night drive the well-being and freshness of the crew play an important part. The driver who is tired and jaded loses some of his skill; the navigator who is almost asleep will not be adept with stop-watch and maps.

For that reason the rally proper concludes with the *concours de confort*, which is not to be confused with a *concours d'élégance*. On Monday, January 26, therefore, those cars which had been especially well prepared and equipped were parked for judging in the vicinity of the Casino, and eventually the results were announced as follows:—

COACHWORK COMPETITION

Grand Prix d'Honneur (first prize): Sunbeam-Talbot 2,267 (B. Proos Hoogendijk).

Over 1,500 c.c.: 1. Bentley 4,566 (W. M. Couper); 2. Rover 2,103 (Miss H. N. Dunham).

1,101 to 1,500 c.c.: 1. Hillman 1,265 (M. B. Anderson); 2. Porsche 1,490 (Comte W. Kinsiedel).

751 to 1,100 c.c.: 1. I.F.A. 900 (E. Halvorsen); 2. Morris 918 (K. D. Fraser).

Up to 750 c.c.: 1. Goliath 688 (A. Schon).

While these results are very satisfactory from the British point of view, there was general surprise that W. M. Couper's Bentley had not again been awarded the Grand Prix d'Honneur. Indeed, it is difficult to see how the results can be reconciled with those of past events. Admittedly the judges have a difficult task; they do not consider elegance of line or colour, but only such things as interior fittings, passenger accommodation, heating and ventilation, accessibility to seats, luggage space, provision for tools, spare wheels and so on.

Naturally the seasoned competitors all have such possible necessities as shovels, snow chains, fog lamps, demisters and defrosters, and passenger seats which can have the squab hinged right back to allow the occupant of the seat to adopt a reclining position in order to snatch some minutes of sleep. Such fittings are now commonplace. But more subtle fittings are adopted by some entrants, such as electric razors for the masculine crews, for the average male's morale is vastly raised if he can shave, as well as wash, after an all-night journey.

On M. B. Anderson's Hillman Minx, for example, a special water heater provides hot water for toilet purposes and for the preparation of hot drinks. In this the heat of the exhaust system is utilized, but a separate heater connected with the engine cooling system also provides for the heating of food in a tiny oven situated beneath the scuttle. This car was notable last year for its very detailed equipment, but now has several additions of note.

The fog lamps are situated behind the radiator grille, which is hinged in two portions and can be opened by an electric motor when the lamps are required, the extent of the opening being adjustable so that the best results can be obtained according to the fog density. Tool trays with nested tools are also provided behind the grille and in the locker, where also is an extra fuel tank which can be pressurized if both the mechanical pump and electric pump fuel systems should fail. Electrical circuits are individually fused and provided with indicator lamps, so that any blown fuse can be instantly detected and replaced.

Food, drinks and cigarettes are housed in ingeniously contrived containers in doors and elsewhere. In the driving door is a washbowl, complete with "h. and c." So complete is the equipment that inevitably one wonders what extra weight is involved, but clever design and the use of light alloys have kept this below 3cwt. Moreover, the car is in constant daily use and is not kept solely for rally driving, many of the fittings being made quickly detachable.

Naturally, in view of the exigencies of the regularity test, navigation aids and

timekeeping have received special consideration. On Gatsonides' winning Ford Zephyr, for example, no fewer than eight stop-watches reinforced the information provided by the Monastere average speed indicator, which is made by Van Munster and developed by Gatsonides. This is a mechanically driven clock which, by comparison with a normal clock, indicates whether the car is ahead of or behind a given scheduled speed. On this car a large hood over the fog lamps could be adjusted as required to give the best results.

On T. H. Wisdom's Ford Zephyr the problem of keeping the screen clear even in intense fog and snow had been thoroughly tackled. In addition to the normal demisting there are three Lucas units attached to the screen, and inside across the lower part of the glass there runs a plastic strip which ensures that the hot air is kept in close contact with the glass.

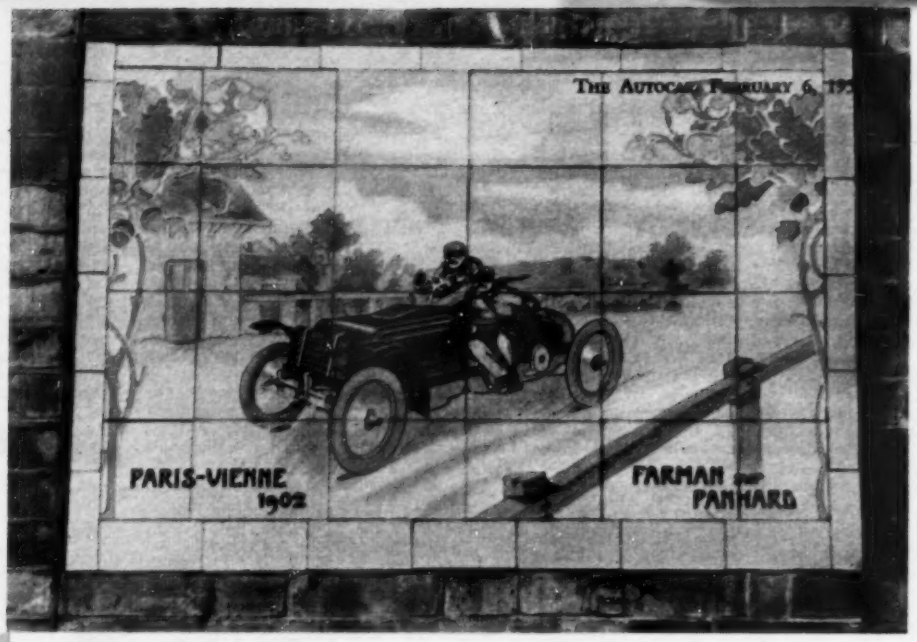
On Couper's Bentley the rear window glass contains 998 electric wires which ensure clear vision. The head lamps have rotating wiper blades, as last year, and two fog lamps are mounted on extending arms. A "soup machine" in which tins of soup can be heated is connected to the cooling system. Other useful fittings are a thermometer showing external temperature and electric torches which clip on to the heads of driver and crew if adjustments or wheel changing are necessary during darkness. A roller blind behind the front seats allows the third man to sleep undisturbed in the rear seat. On Stirling Moss' Sunbeam-Talbot the rear seat could be shut off by blinds at the sides as well as between front and rear.

Some of the accessories were of doubtful value from the point of view of comfort. Cameras, wireless gadgets such as special aerials, and so on, may be interesting but add weight and take up room. Anderson's recorder which played back from a steel tape directions on the route is, however, novel and useful, especially if the navigator is taking a rest. It is, perhaps, a little ironical that many carried spare wheels equipped with snow chains but did not need to use them! But the Monte competitors' motto is like that of the Boy Scouts, "Be Prepared."

MAINTAINING 29·2 M.P.H.

The argument as to which car is best for the regularity test of the Monte Carlo Rally is inconclusive for various reasons. Below: Mmes Pochon and Terray's ladies' prizewinner, the little Renault, could nip round bends but lacked acceleration between them. Moss (bottom) found the Sunbeam-Talbot about right, but a higher set speed might have strained its accelerative powers between bends to the utmost. Sunbeam-Talbots captured the Charles Faroux trophy, the premier team prize.

Gatsonides' victory emphasizes that the handy size of car with good power-weight ratio has the best chance in a test of this particular nature, while (below) Appleyard overcomes the drawbacks of the big car on hairpins by skill, while using the terrific acceleration of the second-prize winning Jaguar between the bends.



Although the detail is somewhat crude there is a great deal of life in this coloured ceramic wall panel depicting a Panhard running in the Paris-Vienna race in 1902. In this race the heavy section was won by Henry Farman. Maurice Farman, shown below, was third; both brothers were driving Panhards.

TURN OF THE CENTURY

LINKS BETWEEN EARLY MOTOR RACING AND PIONEER AVIATION IN FRANCE

AMONG coloured ceramic wall panels commemorating the great motor races of the past, on the premises of the Michelin Tyre Company in Fulham Road, London, there is one showing a Panhard running in the Paris-Vienna race just over fifty years ago. The race took place in June, 1902, and the heavy section for cars weighing up to 1,000 kg was won by Henry Farman in a Panhard, at 38.4 m.p.h.; second was Count Zborowski in a Mercédès at 37.9 m.p.h., and third was Maurice Farman in another Panhard at 37.7 m.p.h.

Henry and Maurice

The Farman brothers, Henry and Maurice, are now aged 78 and 75 respectively, and Maurice, the younger, recently autographed a new photograph of the commemorative panel. He still flies his own aeroplane, and says if he were young today he would make television his business. He has clear recollections of the 1902 race. On the open roads spectators and straying animals were a great menace and, of course, clouds of dust made overtaking a very perilous undertaking. The crossing of the Arlberg pass was a particularly dangerous section with loose stones, rough broken surfaces and unprotected edges. The Panhards weighed just under a ton and had four-cylinder engines developing 100 b.h.p. at 1,600 r.p.m.

The race was run in three stages over a total distance of 889½ miles, but the run across Switzerland was excluded from the race timing and fifty towns en route were treated as neutral zones, the cars sometimes being piloted through by cyclists, so that the total racing mileage was 695½. The performance of the heavier cars was somewhat overshadowed by the feat of Marcel Renault, who made fastest time of the race, beating the bigger cars by about half an hour. For Britain, the chief interest lay in the Gordon Bennett contest, which was run simultaneously over the sections Paris-Belfort and Bregenz-Innsbruck, totalling 379 miles. This was a great triumph for the late S. F. Edge, who, with his Napier, brought the trophy to Britain for the first time.

Henry and Maurice Farman became important as car agents, their Palais de l'Automobile, near the Porte Maillot, being the biggest garage and sales organization of its day in Paris. They handled Panhard and Renault cars. Henry was the first to be attracted by flying and was the first client for a Voisin aircraft. After he had won the Deutsch-Archdeacon £2,000 prize for the world's first kilometre flight in a closed circuit, in January, 1908, he left the car business to his partners in order to devote all his time to flying. Then Maurice was stricken with the flying fever, and the management of the Palais was left to their partner, M. Neubauer. For a time Henry and Maurice ran independent and rival aviation companies. Then they joined forces, and after the first world war added aviation engines, the Farman Brothers aviation company becoming the biggest of its kind in France. In 1922 they produced a high-class car. A grandson, Michel Farman, has recently been working for Renault in Paris.

Confusion in Paris

W. F. Bradley, veteran Paris correspondent of *The Autocar*, bears so striking a resemblance to the elder brother, Henry Farman, that in the early days of flying he found it impossible to convince French enthusiasts that he was not the great pioneer aviator. At the first Rheims flying meeting a captain of gendarmerie called out his men, placed them on both sides of the village street, and gave Bradley full military honours. The Farman brothers were much amused by these mistakes and referred to Bradley as "the fourth brother," Dick Farman, the third brother, then being alive. The Farmans were British born, their father having been Paris correspondent for *The Standard*. Maurice was the first to be naturalized as a Frenchman, and Henry followed much later.

A typical Australian country scene near Melbourne

All that's best from Britain . . .

Beyond her great cities lies Australia's rolling 'outback' where roads stretch to the horizon and the going is often tough.... a stern test for any car. That is why the Standard Vanguard makes such an appeal in this country of ranchers and farmers. Built by the finest engineering craftsmen, tested under the most arduous conditions, here is a car that truly represents in every detail of its design 'all that's best from Britain.'

Manufactured by THE STANDARD MOTOR CO. LTD., COVENTRY, ENGLAND
London: 37, Davies Street, Grosvenor Square, W.1. Telephone: Mayfair 5011

The Standard Vanguard

STANDARD CARS · TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

What about that half-holiday, Sir?

I must confess that the coming of BP Super to rejuvenate my horseless carriage has inspired me with a certain holiday spirit.

Did you ask the headmaster, Sir?

I fear that as a non-motorist he is unable, as you would put it, to care less.

Isn't that shortsighted of him, Sir?

We must be charitable towards those pedestrian minds who do not see what BP Super does for motorists.

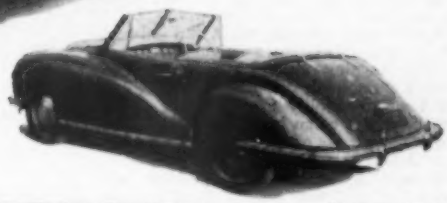
What does BP Super do, Sir?

BP Super banishes pinking! One might almost say that this new superlative petrol is making motoring history!

FILL HER UP WITH BP SUPER

BP is the trade-mark of ANGLO-IRANIAN OIL COMPANY LTD., whose world-wide resources are behind it.

The Paramount retains its previous lines, which, apart from some humpiness of the front wings, are commendable. The front is reminiscent of Continental practice. The bumpers, however, appear more decorative than protective.



The PARAMOUNT REVIVED

GOOD-LOOKING FOUR-SEATER ROADSTER WITH A FORD TEN ENGINE AND GEAR BOX

IN 1950 a prototype roadster appeared with the name of Paramount, and it was distinctive for its modern, handsome lines, which covered a tubular chassis with wishbone i.f.s., a Ford Ten engine and gear box, and a 4.8 to 1 final drive ratio. Originally it was intended that the car should be available with or without a supercharger, but when the design was later taken over by the Meynell Motor Co., Ltd. a twin-carburettor layout was standardized. This company made a number of fairly small changes in the styling, which lent a suggestion of Continental appearance. Winding windows were abandoned in favour of side screens and it was decided that a two-door saloon should also be made.

Now a new company has been formed called Paramount Cars (Leighton Buzzard), Ltd., Camden Wharf, Linslade, Buckinghamshire. About eight cars are now either complete or approaching that stage and, whereas the first examples are virtually those laid down by the Meynell company, the last of the batch incorporates one or two changes and will be the first of the true production models of which 25, as a start, are being laid down.

Roadster Only

The four-seater roadster with twin carburettors and double valve springs is the only model being made. The general design remains unchanged, but minor modifications include lowering the spare wheel to give considerably more luggage space, altering the pedals so that the left foot does not foul the steering column, and moving the stubby remote control gear lever farther backwards. The facia, too, is being changed, more readily to incorporate a radio, which is an optional extra. The price is £625, and purchase tax is expected to make this about £995 for home buyers.

A member of *The Autocar* staff recently sampled the car on a test run, when its road holding and comfort were found to be impressive. There is little roll on corners and the car steers particularly well. With a weight of 18½ cwt the performance, despite the two carburettors, is not outstanding, but the car is distinctly pleasant to drive and the Girling brakes are quite exceptionally good. In its open form the front seat occupants have extra protection from fixed quarter panels attached to the sides of the windscreen.

The details which affect comfort and appearance have received a good deal of attention in the finalized design. The hood folds down out of sight behind the rear seat, the side screens are stowed in special pockets in the doors; there are retractable ash trays also in the doors, and the sides of the car carry rubbing strips which continue the line of the bumpers. The door hinges—frequently a cause for trouble on two-door four-seater roadsters, have been built from hefty castings and the doors themselves provide a very solid anchorage for the hinges. The use of Ford components is limited to the engine and gear box, the remaining mechanical parts being supplied by component manufacturers. The assembly and body construction is carried out at the Leighton Buzzard works.

The Paramount is not intended to be a high-performance sports car but rather an economical "Ten" with adequate room to take four in comfort, a really useful cruising speed, and safe handling qualities. In this it appears to succeed and, considering the solid, coachbuilt nature of the body, it does not seem to be priced unduly high.

A remote control gear lever and good seating position are features. The seat can be adjusted for height as well as fore-and-aft, and on the cars now being laid down the facia has been rearranged to take a radio as an optional extra. The main criticism is the width of the division in the V windscreen.

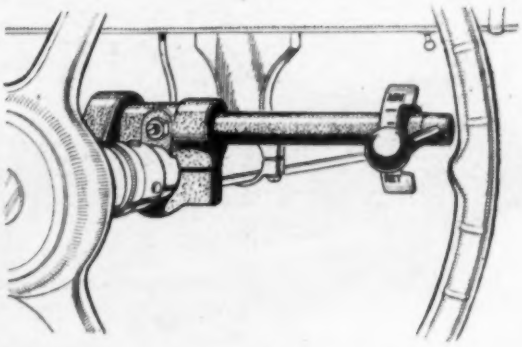
Accessories

Manual Ignition Control

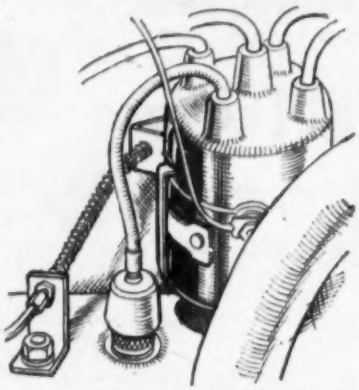
A MANUAL ignition control, giving extra advance or retard for exceptional demands on the road, has been designed for Ford Eight and Ten models by B.S. Developments, The Garland, Farnborough Road, Farnborough, Hampshire. The actual control is clamped to the steering column in a position such that the lever can be moved by a finger-tip without taking the hand from the wheel. A cable and sheath communicate with a clamp which is attached to the distributor, and there is a spring which keeps it in the normal or retarded position until the advance lever is operated. The device, which costs £3 5s, is solid and well made, and finished in brown crackle stove enamel.

The existing automatic advance and retard is retained; the manual control can be used to amplify or modify its effect. In the hands of an intelligent driver who has a knowledge of the working of his car, the device can be a valuable one. For instance, it is generally (though not officially) said that a small Ford is most economical, and most lively at the top end of its performance, with extra advance of the ignition. A change down to avoid pinking, and not because the power is failing, can be avoided by extra retard, which will also make possible a smoother tickover. On the other hand, a manual control could be undesirable for an absent-minded driver, or one who is not mechanically minded. To go fast at "retard" and to start the engine at "extra advance," as instances, could be highly pernicious.

A good device, but only for the good driver. Its value would be increased if there was a positive "click" position for the lever at normal setting, which would be easily returned to from either the advanced or the retarded position.



The B.S.D. manual ignition control has a lever and quadrant, on an arm-mounting to the steering column. It can be arranged for operation by a finger, without removing the hand from the wheel.

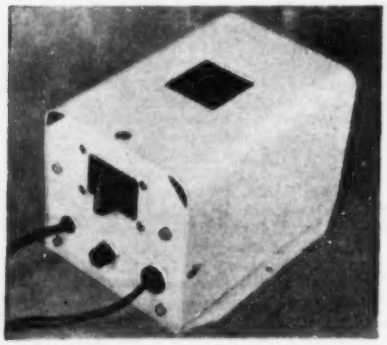


The sheathed cable turns the distributor by a clip on the body of that component. It has a return spring. This view is across the cylinder head, from the right-hand side of the car.

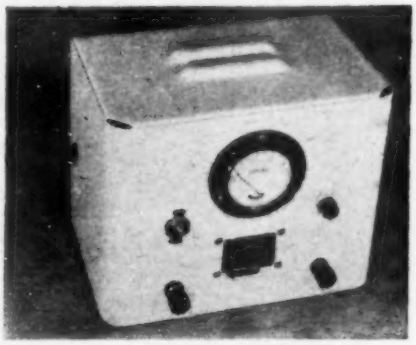
Simple Battery Chargers

TWO battery chargers which are being marketed by Pride and Clarke, Ltd., 158, Stockwell Road, London, S.W.9, are made by a good electrical manufacturer but are somewhat reduced in cost by simplification, and the omission of some elaborations. The 1-amp charger is a small model with mains and low-tension fuses, but it has no switch, and no ammeter, the latter a justifiable omission when there is no risk of over-charging. It delivers its full rate, a respect in which some small chargers have been found wanting. The price is £2 15s.

The 2-amp charger has an ammeter and a switch. This model also delivers its full rate, and on examination proves to be of good layout, construction and finish. It costs £4 9s 6d.



The 1-amp Pride and Clarke charger has no ammeter; it is of compact dimensions.



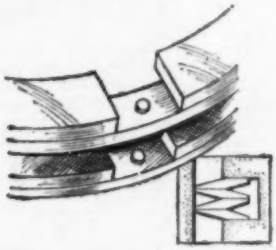
On the right is the larger, 2-amp model.

Interlocking

WHEN a normal solid-section piston ring moves up and down in a worn groove, at each stroke of the piston a small amount of oil is transferred round the back of the ring and left for burning on the cylinder walls. This is called "pumping." Dished-segment rings exert up and down pressure against the walls of the groove and are not, therefore, free to move up and down and to pump oil.

The latest Trancosteel dished-segment rings have a refinement in the form of a small projection on each segment. Each projection comes within the gap of the next segment, so that the segments cannot rotate in relation to each other, and the gaps never correspond. The rings are made of manganese steel, and are flexible. They can therefore accommodate themselves to somewhat worn bores. Such rings are often used when oil consumption rises but it is not desired to rebore the engine.

Trancosteel Interlocking rings cost 9d each for cylinders up to 75 mm bore; 1s for 76 mm to 100 mm bores; and 1s 3d for 100½ mm to 127 mm bores. Most engines are catered for, and there are standard oversizes for bored-out engines. The makers are Trancosteel Piston Rings, Ltd., Farnborough, Kent.



The dished segments of the Trancosteel piston ring exert up and down pressure against the sides of the piston ring grooves. Small projections, or pimples, formed on each ring prevent the segments from rotating and matching gaps.

MONTE CARLO RALLY

ROOTES GROUP SUCCESSES

★

Sunbeam-Talbot

wins

TEAM PRIZE

for best performance nominated team of 3 cars

DRIVERS: S. MOSS · L. JOHNSON · G. IMHOF

GRAND PRIX d'HONNEUR

DU CONCOURS DU CONFORT

DRIVER: B. PROOS HOOGENDIJK

★

Hillman Minx

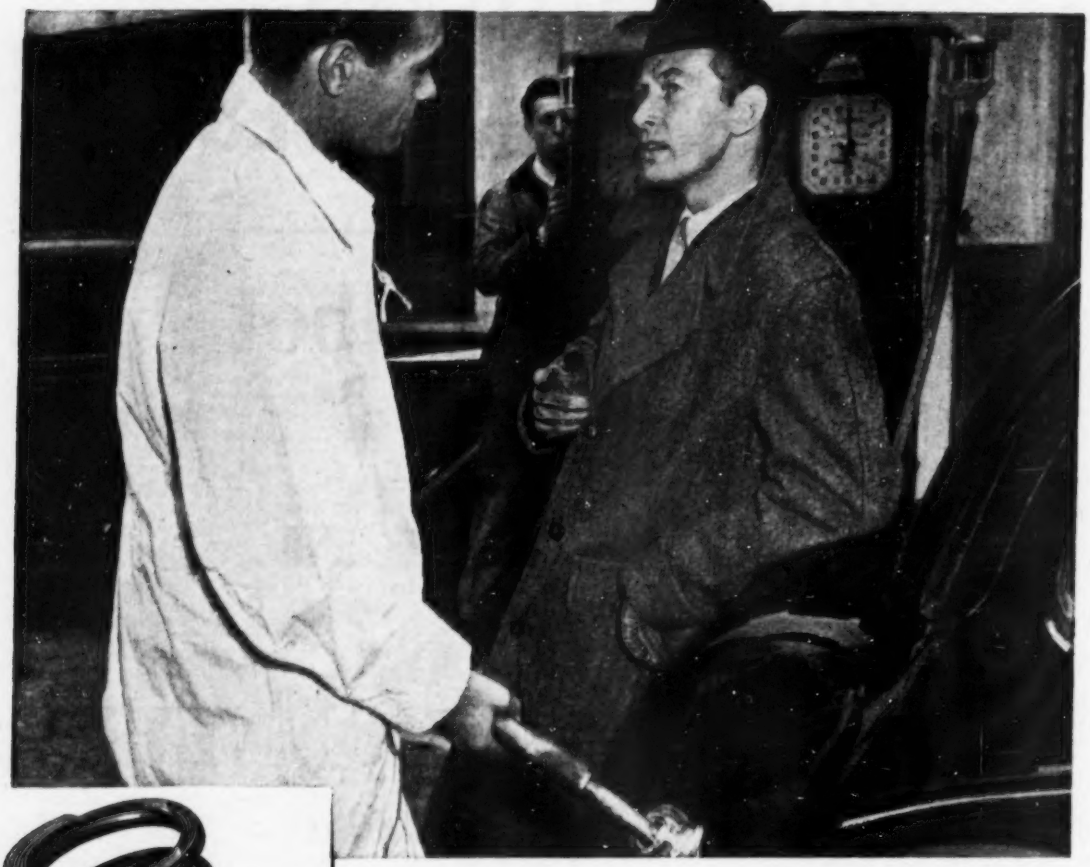
wins its class in comfort competition for fifth successive year

DRIVER: M. B. ANDERSON

(Subject to official confirmation)

ROOTES GROUP CARS BUILT FOR THE ROADS OF THE WORLD

'Surely I should do more miles to the gallon?'



Often the root cause of high petrol consumption is to be found in the condition of the valve springs. If these are worn the valves operate sluggishly so that power is lost in every piston stroke. The cure is a new set of valve springs which will show a marked improvement in M.P.G., as well as in performance. And while you're about it, be sure to get Terry's—*the experts' choice.*

TERRY'S aero quality valve springs prevent power leakage

TERRY'S CAR ACCESSORIES

The "Terry" Valve Spring Lifter and Compressor. Reversible jaws have a parallel lift from O to 5½ in. and lock at every point. Capable of 200 lb. pressure. **15/- each.**

Battery Terminal Remover, strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. **5/- each.**

Terry's Ignition Tool is a handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. **1/6 each.**

HERBERT TERRY & SONS LTD. REDDITCH ENGLAND.

Φ24

Ominous clouds hang over the mountains surrounding Wastwater in the Lake District.

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MONTE CARLO RALLY

The Effect on Human Emotions

[64697.]—Last evening a small party of bored and tired workers set out to meet the "boys" as they sped south [in the Monte Carlo Rally].

The first we met was at about 6.20 p.m. and to my hysterical waving he answered with a "dipflick." We parked near Winwick Church and saw them as they came through the mist. Later we moved up to Newton-le-Willows and met Tom, Dick and Harry —all as mad as hatters. One begrimed transport driver said that a football match "was just nought to *this*."

"This" consisted of a small crowd with a copy of *The Autocar*, peering through the fog, standing in the wet coldness of Lancashire and watching out for the next rally car to appear. "Here's another," we all cried in unison, as a daffodil yellow beam appeared in the dim distance. Then a silence as a car came past, sliding along in the darkness; the sodium light flashed on the car and we yelled out the number to each other.

A kind of romantic fantasy developed and before one realized it over an hour had passed and one thought that it really was time to go home

Thinking that my emotions were the first symptoms of senile decay, I asked a friend this morning what his reactions were. To my intense joy a hard-bitten man of 40 nearly wept as he described the scene at Market Gate, Warrington. Apparently the railings at the roundabout were lined five or six deep with chattering lunatics. One beautiful one had a chart and as the numbers were shouted she gave all the details. This, it seems, went on till about eight o'clock, when the lunatics dispersed, emotionally drenched.

This "winter madness" seems, sir, to be an infectious disease, and the onset seems to be peculiarly sudden. I am wondering, however, why one very elderly motorist should become a young man again just because a lot of "boys" should decide to drive a car from Glasgow to Monte Carlo. Perhaps you can supply the answer. L. E. LIDDY FORSTER.

Warrington, Lancashire.

No Assistance for the Stragglers

[64698.]—I have been a reader of your journal for a number of years and, like many other enthusiasts, I dragged myself from bed at three o'clock this morning to watch the competitors go past on their way to Dover.

I was very impressed by the way the police force at Eltham brought the competitors through from London and on to the coastal road, but was disappointed to notice that the odd car or two which was held up for some reason or other, and could not leave until the very last moment, had to find its own way without any assistance from the police.

I realize that the 100-odd competitors are really skilled rally drivers, and should be able to find their way about, but surely if the police are good enough to help they should cater for the stragglers, who need help more than anybody.

I wonder what other readers views are on this point? At the same time, one must give a vote of thanks to the police for the excellent help they did give. R. A. H. GRIFFIN.

London, S.E.9.

AS OTHERS SEE US

A Satisfactory Report from Holland

[64699.]—I have read with interest the correspondence regarding the pros and cons of British cars, as I have owned since October 27, 1951, a Vauxhall Velox. The car was actually the first of the new model delivered to a private person in The Hague. Up till now the car has covered nearly 17,000 miles in daily work, including long distance runs to Paris and Belgium. The costs, excluded the running costs for petrol, oil, two service inspections at 7,000 and at 14,000 miles, are nil!

I am very satisfied with the car; the general finish is excellent,

CORRESPONDENCE . . . . . continued

no squeaks or rattles; the engine is just the size and capacity for this model. Careful maintenance has kept the car in virtually new condition. I have no experience with other British cars, but should point out that it is not fair to compare, for instance, an Austin Somerset with an American car of more than twice the engine capacity and—in guilders—twice the price.

Unlike the French, the Dutch are not accustomed to handling "small" cars in the proper way. They expect too much of these cars, driving them hard and neglecting the need to drive "with the gear box."

In my—humble—opinion a lot of the general complaints about British cars are caused by these facts and not by the quality of the cars.

May I conclude by stating that I am a regular reader of your excellent journal? J. M. GASILLE.

The Hague, Holland.

CORONATION CLASSIC

Organizers Should Not Rely on Eliminating Tests

[64700.]—The article by Mr. John Gott in *The Autocar* of January 23 needs endorsement. Too many of the so-called "classic" rallies fail to live up to their titles owing, in my humble estimation, to the fact that the organizers are overawed by the prestige of a few entrants. If one of these entrants is a well-known motorist, always on the starting list of the larger rallies and races, the organizers feel in duty bound to make the actual road sections simple enough to obviate the "loss of face" that such an entrant would feel should he lose marks during the road sections. The result is a long procession from point to point along roads more suitable for motor-scooters. When the total entry has arrived at the final control there is no other way, other than by staging transmission-breaking eliminating tests, to decide who is the eventual winner.

Surely the way to stop this dicing around the country is to make the road sections really stiff, with the accent on navigation, and complying with the R.A.C. General Regulations issued in 1952. None of the major rallies in 1952 took the slightest notice of the secret speed checks which the organizers were bound to set up if the regulations were observed to the letter as well as the deed. One well-known racing and rally driver, having lost a few marks in one of the recent navigational rallies, retired immediately, stating that it was the first time he had been penalized for arriving an hour early! In other events in which he had competed there had been ample warning that there was a secret check down the road and, if the entrant was early, a rest was indicated. This makes rallying easy for the man with the powerful car who can dash from control to control at high speeds and have a meal while he kills time.

In the rallies we stage up here in North Wales it is rare for any entrant to arrive at the final control with a clean sheet, so that sorting out the winners is a relatively easy matter for the organizers. Eliminating tests are always staged at the final control for the benefit of those drivers who like to "have a bash," but the results of these tests do not influence the final placings. An award is made for the best competitor in the eliminating tests, though. C. S. READING.

Rhyl, North Wales.

The Voice of Experience

[64701.]—I was very interested in Mr. John Gott's article. We have become so used to saying that of course a British rally can hardly be won on the road as we lack the terrain and are prohibited from using the high average speeds used in Continental rallies, that it comes rather as a shock to find that the Monte Carlo Rally finished in exactly the same predicament—no fewer than 253 competitors losing no road marks! The truth of the matter is that whether a rally is won on the road section or not depends almost entirely on weather conditions. Had the M.C.C. *Daily Express* Rally been run a week later, probably no one would have reached Brighton at all!

The practice of incorporating regularity, speed and manœuvring tests *en route*, excellent though it may be, is merely a distribution of the final tests and, strictly speaking, can hardly be considered as part of the road section. A road section sufficiently difficult to penalize the majority of competitors would differ very little from the type of route used in, say, the "Exeter" or the "Land's End" and I think that, in the near future, rally routes will have much in common with these events. The trouble, of course, is to overcome the inevitable delay which, with a large entry, builds up at difficult sections. With a long mileage and a judicious spacing of difficult sections, however, this trouble might be overcome.

Navigational tests are certainly a test of the map-reading abilities of a crew, but to my mind the spectacle of hordes of motor cars dashing hither and thither in narrow lanes (and frequently meeting somewhat forcibly!) is a rather untidy affair, savouring more of a light-hearted treasure hunt than a rally. Speed tests and speed hill-climbs are good points, but obviously, if included, the highest awards should be to the class winners, with no outright winner of the rally; and a speed test should be over a straightaway course. The horrifying antics of production cars on a circuit like Silverstone, are, to my mind, the worst possible advertisement that a production car could have. Much depends on the size of the entry. With up to, say, 100 competitors it is feasible to include many ideas, which from the organization point of view are impracticable with 300 or 400.

Without a large entry what do we use for money? A well organized rally with 100 entrants, if done on the same scale, does not cost so very much less to organize than one with 400, but if the costs were cut proportionately, I am afraid that competitors would miss many of the amenities and helpful arrangements which are much appreciated by the majority. After all, the sporting competitor is the one entitled to first consideration. Surely he enters for the enjoyment and adventure of the game, with the opportunity of displaying his skill and the chance of getting an award—in that order.

I agree with Mr. Gott that "fair for all" is the ideal to be aimed at; that there never has been, and, I suppose, never will be, anything in this world which is "fair for all," should not deter organizers from having a good try. J. A. MASTERS.

London, W.11.

BATTERIES

Not Adequate by Modern Standards

[64702.]—The normal modern car is 100 per cent dependent on the battery for no fewer than twenty electrical items, of which two head lights count as one item, and the same applies to all pairs of lights. Fifteen of these items are vital for the functioning of the vehicle, and no fewer than eleven of these fifteen are 100 per cent bound up with "safety first" while the vehicle is in motion.

The serious situation has arisen that, in spite of the considerably increased load now placed on the battery, some of the 1953 models have had the size of battery reduced, although a fan for internal heating and radio have been added. It must also be appreciated that some new cars have three lights at the rear. There is no doubt that in the very near future the use of one flat-beam (bottom) head light, or two double-dip (top) head lights in the dipped position will be compulsory while the vehicle is in motion in built-up areas, and outside built-up areas one will not be allowed to drive with side lights only.

Happenings of this kind make it clear that some independent body must specify the minimum size of battery and generator essential for today's vehicles. Even the 1953 model of the German "utility" Volkswagen has the battery increased from 70 to 84 ampère-hours. A 10 h.p. car has approximately the same electrical load on the battery as a 20 h.p. car. So here again, in the interests of "safety first," the remarks above about approval of size for the generator also apply.

Manchester, 20. G. F. SILLS.

FOG

An Appeal to Motorists

[64703.]—This letter is an appeal to all motorists. When driving by day in a fog which demands the use of lights, please use head or spot lights; side lights alone are useless.

Mansfield, Nottinghamshire. G. F. PEARSON.

"TRANSPORT ANARCHY"

Organization Required to Represent Road Transport

[64704.]—There have been during the past few months many allusions, both by The Scribe and in your leading articles, pointing to the fact that all is not well in many ways in the world of transport. With these, and many similar views expressed in the Correspondence columns, the writer thoroughly concurs.

In so far as they cater for the creature comforts of the motoring community, our major organizations have done very well. This, of course, they were specifically designed to do, but had they been so inclined I think that they could have done very much more

Motor transport—both trade and private—which is one of Britain's major internal industries, has lacked some organiza-

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Just as pneumatic bicycle tyres were introduced to America from England — so it was from Europe that the idea of applying pneumatics to the fledgling automobile first came. Production of the new tyres was immediately started in the United States, and the responsibility for making their valves fell to August Schrader.

This was not by chance, for Schrader had been closely associated with the young rubber industry. He had developed valves for air pillows, life belts and diving equipment, and his experience carried him automatically to the pneumatic tyre. Schrader produced his first tyre valve in 1891. From it, by 1898, had been developed the valve with the core replaceable in one unit. Construction and materials have been repeatedly improved, but today this basic design is still the keeper of the air you ride on.

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CORRESPONDENCE . . . . . continued

tion to act as a buffer between it and the Government of the day, each successive one of which has added to its burdens.

An organization is needed which will fight for the following: reduced taxation, redesigned road systems, uniform lighting of the roads, police specially recruited for transport and traffic work only, courts dealing only with transport and traffic offences, and, finally, one authority, only, to standardize national methods of procedure, and to be responsible to no party authority.

All these things, and many more could be listed, will take time, but they must be started now.

The writer has some spare office accommodation and would willingly devote this to the inauguration of a society or club to propagate the above and other points, by any means in its power.

Sheffield. H. CURRY.

[Letters will be forwarded.—ED.]

ALFA ROMEO 1900

And the Unnamed Admirer

[64705.]—As a cyclist as well as a motorist, I was interested to see that the man shown inspecting the Alfa Romeo 1900, on page 21 of *The Autocar*, January 2, was none other than Fausto Coppi, idol of Continental and British cycling enthusiasts.

Apart from being a brilliant cyclist, he must be something of a connoisseur of fast cars. D. PULLEN, Lieut. (E.), R.N.

Anthorn, Cumberland.

MAINTENANCE

A Car is as Good as its Owner

[64706.]—Your correspondent in letter [64664] has hit the nail right on the head.

I should say 75 per cent of motorists today feel exactly as he does. We are the real back-bone of the movement, driving and maintaining our old cars because we love every moment of it. I have covered 130,000 miles in my old car and it is still very good.

After a car has been delivered it is only as good as its owner; nothing is perfect, and a car requires regular attention and careful driving always. Please continue to give your support to the "little man" of the motoring fraternity.

Oldbury, Shropshire. DAB 559.

KIND THOUGHTS

An Appreciation from Canada

[64707.]—I really like your Road Tests—they're great. As a whole your journal seems to be getting better and better. The last two issues that I received (December 12 and 19) seemed to have a wealth of interesting articles. In particular I liked "A Family Affair." Please give my kind regards to The Scribe and tell him that his "Jottings" are much appreciated in this part of the world. G. D. COLLINS.

British Columbia, Canada.

SUB ZERO

Merely Artistic Verisimilitude

[64708.]—In your article "Letter from Finland" (*The Autocar*, January 16), the author states that ". . some of the crews dived into the water which was at sub-zero temperature"—a statement which I find hard to believe as I have found in this country that water has a marked tendency to freeze solid at temperatures below zero Centigrade.

Presumably Mr. Hewish's lake was a salt water one, in which case it might still be fluid, though sea water will freeze solid at −3 deg. C., this figure depending naturally on the salt concentration. I feel, somehow, that the lake could not have been "at sub-zero temperature"—the air probably was!

London, W.1. P. N. NEGRETTI.

LE MANS SINGER

Similar Model in Wales

[64709.]—Referring to "Talking of Sports Cars" in *The Autocar* of January 23, I see that the author says the existence of a similar 1½-litre Le Mans Singer is unlikely. I would like to say that, except for the modifications carried out on BPG 333, a similar model is to be found at Aberayron, in Cardiganshire.

Gravesend, Kent. F. N. JONES.

FUEL CONSUMPTION

Experiences with a 4-litre Car

[64710.]—It might be interesting to hear of other peoples' experiences on the subject of m.p.g. over great distances.

My car is almost exactly of 4,000 c.c. and, in a very careful test using one gallon of petrol and driving hard, I covered 16.5 miles; on another gallon and driving at as near 30 m.p.h. as possible I did 19.5 miles.

Over 13,730 miles during 1952 my consumption was slightly over 13 m.p.g. R. S. S.

Woodbridge, Suffolk.

ACCESSORIES

Fan Belts are Expensive

[64711.]—I very much agree with your correspondent Mr. G. B. Seyman [64568] about the high prices charged for car replacement parts. I run a popular post-war car which seems to be rather heavy on fan belts.

If these are bought at a motor dealer's they cost 10s 2d, but when I went to a manufacturer outside the motor trade who specializes in belts the price was only 4s 9d.

Surely there is no need for what seems to me to be gross overcharging for this particular part. P. DENYER.

Morden, Surrey.

"SERVICE INDICTMENT"

Common Sense and "Tunesmith's" Articles . . .

[64712.]—May I congratulate "Tunesmith" on his plain speaking articles. I am one of the motorists who, from necessity, and indeed for efficiency, have to do their own repairs, within limits of course, it is surprising, after some months of this, how proficient one can become.

When all is said and done, a lot of the work is only common sense and the ability to use a few tools, plus, of course, "Tunesmith's" articles from time to time. H. J. KINGDON.

London, E.8.

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CLEE HILL STARTS 1953 TRIALS

HAGLEY AND DISTRICT L.C.C. RUN TOUGH EVENT IN SUNSHINE

Right : B. Baxter's Rovan manœuvring smartly in the most interesting of the special tests for deciding ties. Below : J. D. Hollingworth's 747 c.c. Austin Special took the Bell Cup for its class. Here it backs down Enville III.

WHILE disaster struck the east coast last weekend, Sunday saw sunshine, naturally accompanied by strong winds, in Shropshire, where the Hagley and District L.C.C. ran their Clee Hill trial, the first event qualifying for the 1953 trials championship. Conditions were just about ideal. Several of the hills were unclimbable by nearly all the entry by virtue of being too steep or rutted or greasy, but there were no quagmires.

The 37 entries provided 30 starters who set off on an odd-numbers-one-way, even-numbers-the-other basis from the centre of Bridgnorth, the odd numbers reaching Enville I, II and III after 13 miles of the L at T and SO before shortly R stuff. The three observed sections at Enville were located in a wood, the first being a particularly tortuous weave between trees, which E. J. Chandler, eventual runner-up, was the first to clear. Any car could have cleared a straight climb in this wood, but the twists required clever driving to maintain motion, a commendable system which was noticeable at several sections. Enville II was similarly tricky, the tough nature of the course easing off a little only at the third section.

The Rough and the Bunker were probably the most amusing to watch, but very tricky indeed and demanding almost limitless power. Two whacking bumps started the Rough, followed by a bank on which car after car failed within feet of the top, and on the Bunker, which was almost a continuation, scarcely a car got more than a third of the distance. The eventual winner, B. J. Bodenham (supercharged Dellow) alone lost no marks throughout the trial—a most remarkable piece of driving.

Gibbets Wood, a fairly straight climb with only one deviation round a tree, was easier, most cars *just* managing it. Meadowley Hill again was easier, a couple of bumps at the start making some of the entry too cautious—but a brisk approach did the trick. Long Bank won fame as the most deceptive section, greasy ruts at the almost level start stopping a surprisingly large number of cars. But if the first fifteen yards were covered the rest of the climb was straight going. Here again the experts scored, drivers like Chandler and Bodenham going up in great style.

Specially creditable were the efforts of J. D. Hollingworth, who coaxed his 747 c.c. Austin Special along as if it had a blown Ford Ten engine, to take the Bell Cup for the 1,050 c.c. class.

Bold Adventure, a straight, steep climb, and Neenton rounded off the course, which had also taken in a couple of timed tests to decide ties. But despite sunshine and a good course it was not a red-letter day for the sponsoring club. The trial was won by a member, true, but the London M.C., in the persons of B. H. Dees, E. J. Chandler and H. R. Smart, made off with the team prize.

PROVISIONAL RESULTS

Clee Hill Trophy (best performance): Dellow 1.172 s (B. J. Bodenham), 0 marks lost.

Bromsgrove Cup (over 1.300 c.c.): Chandler Spl 1.172 s (E. J. Chandler).

Bell Cup (up to 1.050 c.c.): Austin 747 (J. D. Hollingworth).

Hagley Cup (1.051 to 1.300 c.c.): Deeford 1.212 (B. H. Dees).

First-class awards: Austin 1,173 (A. D. Alldred).

Second-class awards: Kemp 1,172 (R. Kemp), B.S.T. 1,172 (H. H. Smart), Dellow 1,172 s (F. E. Wall), E.R.S. 1.172 (P. Oakes).

Team award: London M.C.: B. H. Dees, E. J. Chandler, H. R. Smart.

CAT'S EYES

THE Thames Estuary A.C. ran, last weekend, their "Cat's Eyes" Night Navigation and Map Reading Trial, a formidable-sounding title for what was, in fact, no easy event. Starting from 8.30 p.m. onwards on Saturday evening from the Jolly Cricketers Inn at Nevendon, on the London-Southend road, competitors were faced with a road section of about 300 miles. Included in this was a good deal of straightforward map reading, and an average speed section. The map reference of the last timed control was obtained by visiting six other references and obtaining one figure from each point.

An extremely high wind enlivened the proceedings, and more than one fallen tree complicated the job of route finding. In view of other occurrences in East Anglia, it was perhaps as well that the rally route ran as far west as Maidenhead. The final test was held at the Municipal Airport at Rochford, near Southend, and the finish was at the Queen's Hotel at Westcliff-on-Sea. An excellent entry of 131 cars was obtained, and there were quite a lot who never arrived at the finish within the time limits!

PROVISIONAL RESULTS

Cat's Eyes Trophy and replica (best performance): M.G. TC (S. Moore), 0 marks lost. **Navigator's award:** Mrs. J. Chesterton. **Class winners: Up to 1,500 c.c., open:** 1, S. Moore; 2, M.G. TC (G. P. Griffith), 10; 3, Riley (J. N. Abbott), 25. **Closed:** 1, Morris Minor (R. A. Wilton), 85; 2, Hillman Minx (D. W. Jennings), 170; 3, Riley (J. C. Whitfield-King), 172..5 **1,501 to 2,500 c.c., open:** 1, Frazer-Nash (M. R. G. Mostyn), 5. **Closed:** Lea-Francis (Dr. E. G. Sita-Lumsden), 0; 2, Ford Zephyr (R. J. Barton), 10; 3, Frazer-Nash B.M.W. (D. B. Watkinson), 10. **Over 2,500 c.c., open:** 1, Allard (A. G. Grey), 5. **Closed:** 1, Allard (T. Bellm), 5. **Special and supercharged cars, open:** 1, Alfa Romeo s (L. G. Bennett), 150. **Closed:** 1, Ford s (A. E. H. Parsons), 170. **Team prize:** Eastern Counties M.C.: (Riley (L. J. Coe), 110; R. J. Barton; J. C. Whitfield-King).

Maurice Gatsonides and Peter Worledge, with their trophy-bedecked Ford Zephyr and their children, disembark from a Silver City's aircraft at London Airport on their return to England.

RALLY POSTSCRIPT

TIMES, TESTS, AND A WINNER'S WELCOME

THE 1953 edition of the Monte Carlo rally, in retrospect, can be seen to have suffered in some ways from the fact that the weather conditions were fairly good throughout. Whereas, in most modern rallies, additional tests and hazards have to be introduced to make the road section adequately difficult, the "Monte" has always relied on the weather to prevent the majority of competitors from reaching the finish with a clean sheet. This is naturally a variable factor, and it is interesting that in the last five years the conditions have alternated between the easy and the difficult; this year there were 253 clean sheets on arrival, last year 16; in 1951 there were 108, in 1950 five, and in 1949 over 80.

It would seem probable that in future years something will have to be devised by the organizers to assist the forces of nature when the latter are in benevolent mood. Meanwhile, of course, it has meant that this year all depended on the two tests held at Monte Carlo to determine the winner. The actual test which mattered was the regularity test over the near-fifty-mile circuit including the Col de Braus and the Col de Castillon; but as only 100 cars could be comfortably handled in the time available, the additional acceleration and braking test was brought into play to sort out the fortunate hundred, and to resolve any eventual ties.

The introduction of this latter test bore rather hardly on the lower-powered cars, which were at an obvious disadvantage compared with their more accelerative larger brethren. Jack and Peter Reece, for instance, had worked hard to bring their Ford Anglia through from Glasgow with a completely clean sheet; but all Jack's efforts and trials experience in this form of test could not give him a better time (and a very creditable one, too) than 26.3 seconds—and only those with a time of 25.9 seconds or less "got into the act." This automatically kept the Reeces out of the first hundred places in the rally, and they finished, in fact, 112th.

Of course, any error in carrying out this test was completely fatal to the chances of success. Both W. H. Waring with his Sunbeam-Talbot and P. David in a Peugeot 203, drivers of experience, failed to cross the line completely before reversing; their times were quite good enough to have qualified them for the regularity test, but the 10-mark penalty imposed was sufficient to drop them right down to 228th and 229th places respectively! Even a slight hesitation, such as that of American driver John Fitch, who was momentarily unable to engage reverse gear at the required instant in his Sunbeam-Talbot, was enough to spoil the competitor's chance of being selected to take part in the all-important regularity test.

The winner, Maurice Gatsonides, of Holland, who was one of the official Ford Zephyr team, had as always prepared very seriously for the rally. The car was extremely well equipped, but not to the point where the number of special fittings almost overwhelmed the crew; he carried only one other person, his co-driver Peter Worledge, and the passenger seat was arranged to fold back almost flat to provide a comfortable couch for sleeping purposes. The car carried an average speed meter (with a wooden case for a whole range of driving gears to suit different speeds); but "Gatso" stressed that this instrument was not really of use in the regularity test except as a rough check, for the split-second timing required was far beyond the accuracy of any odometer mechanism affected by tyre pressure changes and surface variations. He had, however, had a good deal of practice on the test circuit, having a villa in the vicinity in which he and his family had spent some of the winter.

Over the often-critical Le Puy-Valence part of the road section, Gatsonides had chosen (acting on previously organized information received) the centre route through Yssingueaux-Tence-St. Agrève. It was on this section that his only nasty moment of the entire rally occurred, when he had a phenomenal avoidance with a French hay cart which emerged from a gateway on to the icy road at an inconvenient moment. Apart from that, their trip was comparatively uneventful.

On their return to this country, the winning drivers were the heroes of a cocktail party given by the Ford company at the Café Royal in London's Regent Street. Sir Patrick Hennessy welcomed and congratulated them, and "Gatso"—speaking more-broken English than usual—replied briefly, announcing that Peter Worledge would be more readily understood and could therefore take over the task of describing their experiences! As there was no third member of the crew, this Peter perforce had to do, and he carried out the task with the quiet and undramatic efficiency of a good co-driver. Altogether, this was a pleasant and friendly occasion.

Some confusion seems to have occurred over the two Jowetts illustrated on pages 144 and 145 last week. Brooke's and Pitcher's, shown rounding the La Trinité corner, is, of course, a Javelin, and not a Jupiter as stated, but Marcel Becquart's car, although a saloon, is, in fact, a Jupiter.

The "easy" road section none the less contained this sort of thing, an ice-covered cut through a snowdrift. The photograph was taken during the week following the rally finish, on the Le Puy-Valence road which Gatsonides used.

SERVICE viewpoint

Pipe Service

ONE of the most useful adjuncts to our service facilities has been in use now for about a year, and what it has saved us in time and parts is incalculable. It is a kit of pipe ends and a roll of oil- and petrol-resisting piping, complete with one or two small tools, and from it one can manufacture, in about one minute, any length and type of fuel or oil pipe ever dreamt of. The assembly of the pipe is really child's play and the finished article is just about indestructible under ordinary conditions, and it seems to us a great pity that more service stations do not adopt this system.

One thing this kit has brought home to us is the bewildering number of different threads used on English cars; on petrol pipes of *one size alone* there are no fewer than eleven different unions in current use, so that it would be quite impossible to cover the full range by stocking complete flexible pipes, which are very expensive items. Thank goodness, this kit helps us out of that difficulty, but the fact remains that there should be no such situation; what about the standardization we have heard about? Indeed, it seems to us that things are getting less standardized. Now we see that one carburettor manufacturer is turning out a type of carburettor which, fitted on one make of car, has a thread just 0.4 millimetres bigger than when it is fitted on other makes—all the carburettors look, and are, *exactly* alike in all other respects. Thank goodness for our infallible kit, but when *are* designers going to learn sense in some of these matters?

Thermal Thesis

THE fact that the winning car in an economy competition last year had a completely blanked-off radiator grille should provide an object lesson for all keen motorists. The maintenance of an efficient temperature is of the greatest importance to the successful running of any engine, as well most people know; what they do not seem to realize is that the efficient temperature is near boiling point, and this can be proved by the number of motorists one sees who touch the radiator and exclaim, "My word, this car does *overheat*." The fact is that the car isn't overheating until it is boiling, and probably it is true to say that there is far more damage done by overcooling than by overheating. Not only the economy factor will suffer in an overcooled car; cylinder wear will be far more rapid; oil consumption will inevitably be higher; oil deterioration will occur far sooner because of the sludge formation arising from the condensation of the gas on the relatively cool internals; performance will suffer, by reason of the low thermal efficiency, and so on, and so on.

The remedy, and it's a very inexpensive one, is in the owner's hands.

(1) Fit a connection for a facia-mounted thermometer as near the top water outlet as possible.

(2) Use every available means to raise the water temperature at this point to 90-95 degrees Centigrade. This might entail removing the fan for a start.

(3) Fit a radiator muff, or other blanking device, *and use it*, especially in winter when travelling in town. It is salutary to bear in mind that every degree of heat dissipated at the radiator is just so much potential power wasted, so the moral is "keep it in the engine"!

Hard Feelings

I FOUND myself fulminating the other day about the mentality of motorists who cannot resist the temptation to affix to their vehicles all sorts of miscellaneous ironmongery and allegedly decorative accoutrements, which in my opinion serve no useful purpose.

Matters came to a head when I barked my shins on the extremity of one of a pair of king-size wind-horns, which projected from the front of the car upon which I was working rather hurriedly. Further bodily harm was occasioned when I leant over the radiator, only to find myself impaled on a horrid, pointed "speed bird" mascot which the proud owner had fitted; and the final blow came when I almost lost an eye on the tip of a fishing-rod type aerial, which was *not* connected to a radio set, and, upon a sort of misty vision being miraculously restored to me, I found myself face to face with the smugly bobbing figure of an ersatz bird affixed to the windscreen. I mean to say, I realize that the customer is my boss and all that, but on this one occasion I felt justified in a renegade abandonment of the principle of the "customer is always right," and surrendered myself to an ineffective, but satisfying diatribe.

And I'm not sorry!

Local Strains

IT may seem a far cry from the Liberty ships of the late war to modern chassis construction, but, following a certain train of thought, there is a definite connection. During the war, grave doubts were often expressed about durability of welded hulls, as compared with the traditional riveted construction, it being deduced that the welding of the seams would perforce cause variations in the characteristics of the metal immediately adjacent to the seam, as compared with that of other parts of the hull. As a wartime expedient, undoubtedly the Liberty ship served its purpose, but the fact that welding did not make for durability has been proved by the numbers of these craft which have broken their backs in heavy weather.

In the sphere of modern car manufacture the riveted construction has almost universally given place to the welded chassis, and I personally fail to see how local stresses can be avoided in the finished product. True, there does not seem to be any cause for alarm about the incidence of chassis failure, as compared with pre-war days, but I suggest that, in the minor details, in the attachment of such items as shackle hangers, exhaust pipe brackets, and engine mounting fixtures, some evidence of unsatisfactory construction is shown.

As in many other matters, the designer must sacrifice ideals to some extent on the altar of lower production costs, but I wonder sometimes whether some firms might not benefit more by reducing costs on the visible items, i.e., chromium, expensive body pressings, and fancy interiors, and putting the resultant savings underneath towards a higher durability and accessibility factor. I still hold that whoever produces a utility vehicle, efficient and reliable and economical, will hit the jackpot.

Carbon and Scale

SOME time ago this column passed on a theory that possibly the insulating effects of the film of scale inside the water jacket of an engine could have a bearing on detonation in modern engines. It is interesting to learn that an American researcher has been making some rather more searching investigation into the same theory, and has come forward with facts and figures.

Assuming that the maximum ignition advance, consistent with an absence of detonation, is used on an engine which has run 7,000 miles, the removal of the carbon formation from the *combustion chambers* allows a further eight degrees of ignition advance to be used without provoking detonation. Probably that is much what most motorists would have expected; the removal of water jacket scale, at that stage, apparently allows the use of a further six degrees of advance to be used, still without bringing on detonation. This represents the unwinding of a very vicious circle, for the extra degrees of ignition advance will at once promote a "dry" combustion characteristic, and thus arrest the formation of excessive carbon, and will also substantially help to reduce local combustion chamber temperatures, thus discouraging the formation of deposits on the water jacket faces adjacent to the overheated parts of the cylinder head. TUNESMITH.

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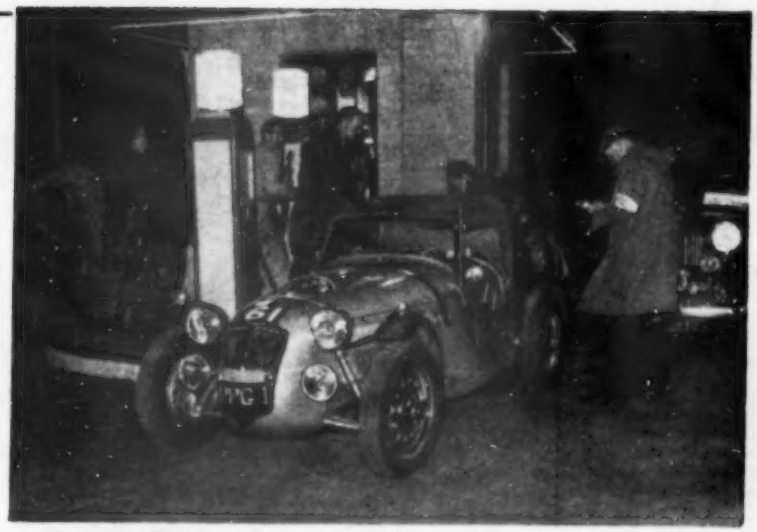
THE SPORT

by

J. A. Cooper



M. R. G. Mostyn's Frazer-Nash refills with premium fuel at the supper stop at Maidenhead, during last weekend's Thames Estuary A.C. Night Navigation Trial. He won his class. (Results on page 186.)

ARGENTINE LESSONS • MERCEDES PLANS • LAND'S END AGAIN

AFTER the first Grand Prix of the season, that in the Argentine, it can be fairly predicted that for the moment at least we are faced with the mixture as before, with Ferrari in a commanding position and very difficult to beat. Maserati do not seem to have improved on their last year's model by a sufficient margin to bring them on to equal terms; or perhaps their improvements have been matched and even exceeded by the Ferrari camp. Fangio, in his first race since his accident last June, did not seem to have fully recovered his physical fitness, as he was obviously very tired some time before he was forced to retire with a universal joint failure. Hawthorn, in his first race for Ferrari, drove well and neatly, taking no chances.

The main trouble with the whole event was the enormous crowd which gained admission. At least three hours before the race was due to start, the autodrome was more than full to capacity; finally the crowds burst the retaining barriers and filled the space right to the edge of the actual road surface. There were even reports of characters selling wire-cutters at the course, to speed the process! Obviously, a full-scale national Grand Prix cannot be run in these conditions (which were entirely responsible for Farina's unfortunate accident), and it will naturally be said that the race should never have been started in the circumstances prevailing. But it is difficult to see what the organizers could have done, and I do not think that that enormous crowd, eager for thrills, would have taken a decision of postponement as phlegmatically as might be the case in this country. In future, it is plain that entry to the autodrome must be restricted to a certain number and refused thereafter; otherwise, I should imagine that the granting of F.I.A. permits for future international events at this venue will become problematical in the extreme.

THE Mercedes-Benz team of works 300SL sports cars will not, repeat not, take part in any international races during the 1953 season. This decision, recently announced from Stuttgart, is primarily in order to enable the resources of the design and development staff to be concentrated on the production of a racing car to comply with the provisions of the new formula 1 which comes into force at the beginning of 1954.

The more you look at this, the wiser and the cleverer it appears. Last year, in their first season since the war, the Mercedes team had a good deal of success; second in the Mille Miglia, first and second at Le Mans, first and second in Mexico. This has done them a lot of good, which will carry their reputation over one blank year; and this year, whoever should win at—for instance—Le Mans, there will always be people ready to say: "Ah, but, of course, the Mercedes team wasn't there. Now, if it had been . . ." And, next year, the Mercedes *équipe* hope to be in a position to come out with as big a bang and as much success in the formula 1 world as they did last year among the sports cars.

Had they been less successful last year they would not have taken this step. The fact that they were so successful is certainly a tribute to their cars, their organization and their drivers; but it is also an indictment of the way in which some of the teams from this country, France and Italy fritter away their chances and spoil their ships for ha'porths of tar. Gentlemen, the facts are there for everyone to see; the writing is on the wall, and in darn' great letters, too. If the same state of affairs still obtains during the 1954 season as in that of 1952, it will be a disgrace to our industry and our country.

THE Buenos Aires G.P., run on the same autodrome as the Argentine G.P. but a fortnight later, on February 1, resulted in another sweeping Ferrari victory. Ascari, who drove a 4½-litre version (this race was run under *formule libre* rules), was forced to retire with transmission trouble after only a few laps, and victory went to Farina by a mere tenth of a second from Villoresi; Mike Hawthorn was third. All these three were driving the 2-litre cars. John Barber finished in twelfth place in the latest Cooper-Bristol.

RESULT

(Race distance 116.7 miles, 40 laps of 2.92-mile circuit)

1, Ferrari (G. Farina), 1h 36m 52.9s, 72.29 m.p.h.; 2, Ferrari (L. Villoresi), 1h 36m 55s; 3, Ferrari (J. M. Hawthorn), 1h 38m 18s.

WITH the immense boom in circuit racing, supported by competitors and the spectating public, the hill-climb events have gradually been overshadowed in the post-war years.

Through lack of entries, Shelsley for the first time in its long tradition had to be cancelled in the spring of last year; and the Hill-climb Championship, although brilliantly won by Ken Wharton, had a desolate entry of only five—Wharton, Poore, Bradnack, Stubberfield and Haddow.

The rules for the 1953 Championship have not yet been announced, and, indeed,

THE SPORT *continued*

Here is the route to be followed by competitors in the 1953 version of the Mille Miglia; it is covered in a clockwise direction. The race is scheduled for April 25-26.

the R.A.C. is, metaphorically, in a huddle as to how to bring back life into this competition. With its traditional background, one looks back upon its heyday, from the time when E. M. Instone urged his Daimler in 77.6 sec up Shelsley's virginal gradient to the Raymond Mays proud reign of the 'thirties. But tradition is not enough. Not enough, at least, when public enthusiasm is attracted to the circuit, and entrants have often neither the time nor money to expend their energies upon both.

There is, of course, a coterie of hill-climb enthusiasts, who make their annual pilgrimages to the Esses and other venues, but this admirable steadfastness cannot hide the hill-climb's recent decline. The R.A.C. is inviting suggestions for its rejuvenation. Certainly, the "five-hundred" meeting last year was a lively departure from usual Prescott practice. One already made is that there should be a sports car championship. Any suggestions?

ECURIE ECOSSE—the Edinburgh David Murray team—has consolidated its ranks for the coming season. In the Ecurie are drivers Ninian Sanderson, J. R. Stewart, Ian Stewart and W. A. Dobson. Sir James Scott-Douglas has left the team, to concentrate on Continental races.

THE annual pilgrimage to Land's End will be made again this year. The Lynmouth and Lynton disaster that occurred last summer has not seriously affected the route to be taken, and competitors will still gather at the foot of Porlock to urge their cars up this famous old hill. Even Lynton is still included in the course, and there are the Station Lane and Beggar's Roost observed sections before Simonsbath.

The trial will be run from April 3 to 5; the three starting points are at Virginia Water, Leamington Spa and Launceston, competitors converging upon Taunton for breakfast. Regulations will be published soon; enquiries to the M.C.C., 76, Kinnerton Street, Knightsbridge, London, S.W.1.

JOHNNIE PARSONS has been announced by the A.A.A. America's top racing driver for the seven-year span since the war. Battenhausen is second, and Ted Horn, who died in a tragic racing accident in 1948, is third.

Like many other American drivers, Parsons served a tough apprenticeship in midget cars. In 1940 he made his début on the speedway tracks, but within two years had won nearly every main event at the Atlantic Speedway. By 1949, he had graduated well into the big car races, winning the A.A.A. National Championship for that year; he followed this success by his victory, in 1950, in the 500-mile race at Indianapolis, averaging 132.44 m.p.h. in the Wynn's Friction Proof Special. Well built, and always it seems with a smile in off-race breathers, Johnnie has his compatriots' liking for brightly coloured shirts.

I WAS sorry to learn of the recent death, at the early age of 32, of Marshall Thursby-Pelham. A great enthusiast, especially for the *marque* M.G., he was the owner of a very fast TC Midget named Girl Pat III, and once started a considerable rumpus in the Correspondence columns of *The Autocar* concerning the matter of its maximum speed and the accuracy of its speedometer. Another recent death, which shocked me as unexpected, was that of Harold (H.F.B.) Brayshaw, well-known in both the motor trade and motor sport in the Midlands. I can remember him, at the wheel of his Alvis-powered G.N.-framed H.F.B., leading the field for a glorious half lap at Donington in the early days of that circuit; he also frequently raced at Southport, another happy venue. In recent years he constructed and drove special trials cars with some success.

CLUB NEWS

Herts County A. and A.C.—The first event in the club's jubilee year—celebrating its 50th anniversary—was the Winter Cup Trial on January 25. There were nine observed sections, eight of which were compactly placed within a square mile of wooded valley in the Marlow area, Buckinghamshire. E. J. Chandler, in the Chandler, made best performance, and each section stopped about half the entry of 23 cars. On the first climb a sudden bank caused much difficulty, and the slippery surface of the start of the second section made wheels spin helplessly. Nearly everyone seemed to enjoy the zig-zag climb marked out by tapes, and at this point Chandler was leading B. H. Dees (Deeford) by only five marks for first place. Neither failed on the following climbs,

COMING SHORTLY

FEBRUARY 6.—Chiltern C.C. Annual dinner and dance, Bull Hotel, Gerrards Cross, Buckinghamshire.
6.—B.A.R.C. Midnight film matinée, Curzon Cinema, Curzon Street, Mayfair, London, W.1, 11.15 p.m.
6.—Southsea M.C. Annual dinner and Dance, Clarence Pier ballroom, Southsea, Hampshire, 6.45 for 7.15 p.m.
7.—B.A.R.C. (S.W. Centre). "Seek the Marshal" event, Car Park, Jewry Street, Winchester, Hampshire, 7.30 p.m.
7-8.—Cambridge University A.C. Lent Term Rally, starting Leeds and St. Neots, Huntingdonshire.
8.—Seven-Fifty M.C. All-comers trial, Jumpers Corner, Christchurch, Hampshire.
8.—Leicestershire C.C. Bacon Trophy trial, Lee Street Car Park, Leicester, 1.30 p.m.
8.—Mid-Surrey A.C. Treasure hunt, Sugar Bowl, Burgh Heath, Surrey, 2 p.m.
8.—Sporting Owner D.C. Winter Rally, London Gliding Club, Dunstable, Bedfordshire, 2.15 p.m.
10.—Seven-Fifty M.C. Annual dance, Porchester Hall, Porchester Road, London, W.2, 8 p.m.
11.—B.A.R.C. Midnight film matinée (repeat performance).
11.—Association of Northern Car Clubs. Annual general meeting, Albany Club, Hope Hall, Halifax, 7.30 p.m.
13.—Lancia M.C. Film show and social evening, Grosvenor House Hotel, Kidmore Road, Caversham, near Reading, Berkshire, 8 p.m.
13.—B.A.R.C. Midnight film matinée (repeat performance).
13.—Citroen C.C. Annual dinner and dance, Zeeta House Ballroom, Putney, London, S.W.15.
13-14.—Yorkshire S.C.C. Yorkshire Rally, starting Harrogate.
14.—Bristol M.C. and L.C.C. Full Moon Trial, Mile 3 Roadhouse, near Bristol (A38), 2 p.m.
15.—Agadir race, French Morocco.
15.—Harrow C.C. Social run, Station Garage, Denham Green, Buckinghamshire, 2 p.m.
15.—Brighton and Hove M.C. February Rally, 296, Madeira Drive Arches, Brighton, 11 a.m.
15.—N. Devon M.C. Houlford Memorial Trial, New Inn, Muddiford, Devon, 11 a.m.
15.—M.G. Car Club (S.E.). Chilterns Trial, King's Arms, Wendover, Buckinghamshire, 10.30 a.m.
15.—Cemian M.C. Social run, Crooked Billet, Iver Heath, Buckinghamshire, 2.15 p.m.
15.—Sheffield and Hallamshire M.C. Harrison Trophy Trial, Horns Hotel, Holmsfield, Derbyshire, 11 a.m.

and held this placing until the finish. The Deeford was in 1953 R.A.C. Trials formula trim, and Dees made all the sections look easy, without his passenger having to "bounce" at all. D. A. Chiles was giving his new Chiles Special its first outing, and it behaved admirably throughout the event. *Provisional results: Best performance:* Chandler Spl. (E. J. Chandler), 20 marks lost. *Best 1953 trials formula entrant:* Deeford (B. H. Dees), 25. *Best H.C.A. and A.C. member:* Price Spl. II (D. W. Price, Snr.). *First-class awards:* Deeford (B. H. Dees), 25; Price Spl. I (D. W. Price, Jnr.), 25. *Second-class awards:* Gregory Spl. (C. O. Gregory), 50; Kendon (K. N. Dhonau), 50. *Team award:* K. N. Dhonau, Dellow (J. R. Bradford), Chiles Spl. (D. A. Chiles).

Worcestershire M.C.—Organizers of the Winter Rally (January 18) could combine within a comparatively short time the finer points of day and night driving, for the event started in the afternoon with route-finding and driving tests, and finished after dark with a night navigational run. Best performance was that of A. L. Yarranton, driving a Morgan Plus Four.

Brighton and Hove M.C.—The February Rally, on February 15, caters for family cars. There is a timed route in the Sussex and Hampshire country with a set of ingenious special tests. Entrants will run in two classes—open and closed. (Entries close February 11; J. H. Craig, 296, Madeira Drive Arches, Brighton, 7.)

Leeds University M.C.—University motor clubs have recently excelled in the art of organizing enterprising rallies, during both the night and the day. The Night Trial, on February 21-22, covers over 200 miles of main and secondary roads, and special tests of a non-motoring nature have been planned at some of the controls. Cars will run in the following three classes, with a separate required average speed in each class: 1,200 c.c., 1,201 to 2,000 c.c., over 2,000 c.c. Invited clubs: M.G. (N.E.), B.A.R.C. (Yorkshire), Yorkshire S.C.C., Ilkley, Huddersfield, Manchester University, Loughborough College M.C. (Entries close February 17; H. O. Foster, The Union, The University, Leeds, 2.)

Sporting Owner D.C.—Entries for the Winter Rally, on Sunday, February 8, will be accepted up to the start, at the London Gliding Club, Dunstable, Bedfordshire, at 2.15 p.m. Driving tests and a hill-climb will be held, suitable for sports and saloon cars.

The annual dinner and dance will take place on February 13, at the Bell Hotel, Aston Clinton, Buckinghamshire. Tickets are £1 5s each; from N. Button, Downs Garage, Tring Road, Dunstable.

Southall and D. M.C. and C.C.—This club has previously catered only for two-wheeled transport, but it is now including car enthusiasts in its membership. Honorary secretary is H. Barrett, 135, Lady Margaret Road, Southall, Middlesex.

Scottish S.C.C.—Although 44 competitors finished the Starlight Rally—an all-night event on January 24—only 18 were unpenalized on the road section. Three tests sorted out the entry, the second of which was completed without the use of engine: competitors had to proceed from A to B, and then to turn the car sharply to stop astride line C. Ninian Paterson demonstrated the very good lock of his M.G., and a good parking test was neatly executed by W. P. Dennison, in a Riley. *Class winners:* up to 1,500 c.c., open: M.G. (N. L. Paterson); closed: Jowett Javelin (G. D. W. Organ). Over 1,500 c.c., open: Jaguar (J. I. Smith); closed: Land-Rover (J. F. Gibbon). Ladies' prize: Sunbeam-Talbot (Miss M. Walker).

East Anglian M.C.—The afternoon run which comprised the Winter Rally, on January 25, finished with driving tests, and R. P. Lumsden, driving a Morris Minor, was announced the winner. Leading the sports cars was R. Alston's Jaguar XK120. Tea and a film show followed, at the Bull Hotel, Halstead, Essex. Incidentally, one competitor checked in without her route book: she said it had fallen in the river; and another was reported to have visited a church via the lychgate!

Alvis Register.—It is hoped to run a combined event for Alvis and Humber cars on April 26, at Abingdon, Berkshire. Entries are limited to 20 per *marque*. Those interested should write to N. H. Johnson, 399, Ley Street, Ilford, Essex.

N. London Enthusiasts C.C.—Starting from the White Horse, Hertingfordbury, Hertfordshire, the Jacobean Trophy Trial will be run on February 22. Invited clubs: Chiltern, Kentish Border, Sunbac, 750, Berkhamsted, London and Southsea. (Entries close February 14; H. A. Meacock, 22, Longfield Avenue, Mill Hill, London, N.W.7).

Tenby M.C.—The club's annual dinner and dance and prize presentation has been postponed to February 20. It will be celebrated at the Royal Gatehouse Hotel, Tenby, Pembrokeshire.

M.G. Car Club (S.E. Centre).—Regulations for the Chilterns Trial (February 15) are available from K. Hale, Box 1250, Dorland's Advertising, Ltd., 18-20, Regent Street, London, S.W.1. Start is from the King's Arms, Wendover, Buckinghamshire. Invited clubs: M.C.C., Hants and Berks, London, Herts County, Thames Estuary, Northern Enthusiasts, Chiltern C.C.

Kentish Border C.C.—The annual dinner and dance and prizegiving will take place at Chiesman's Restaurant, Lewisham, in South-east London, on February 20, at 7 for 7.30 p.m. (H. H. Alderton, The Cottage, Bromley Grove, Shortlands, Kent.)

Bristol M.C. and L.C.C.—Sir James Scott-Douglas has been elected president for 1953. Honorary secretary is E. G. Reynolds, The Myrtles, Chew Magna, near Bristol.

The Full Moon Trial, amalgamated this year with the Chappell Cup Trial, is not—as its name suggests—run at night. Marshals hope that competitors will have completed the course by the time the new moon reaches its height, for the trial starts at 2 p.m., on February 14, from the Mile 3 Roadhouse, near Bristol. A route has been planned for sports and super-sports cars, so no doubt the "special" brigade will turn out in force. (Regulations from W. J. Ashby, 102, West Broadway, Henleaze, Bristol.)

Cemian M.C.—The club's first event of the season is the Treasure Post, on Sunday afternoon, February 15. Start: Crooked Billet, Iver Heath, Buckinghamshire, 2.15 p.m. Open to members and friends.

Plymouth M.C.—At the a.g.m. on January 15, retiring chairman G. Turnbull—staunch club supporter for the past 24 years—was presented with a travelling clock by members. New general secretary is Mrs. S. Fredman, 91, Efford Lane, Plymouth.

Coventry and Warwickshire M.C.—The Spring Car Trial will be run on February 15, in the Coventry area. Regulations: Mrs. H. S. Wolseley, 532, Allesley Old Road, Coventry.

Lancia M.C.—With a 60-mile morning road section and driving tests in the afternoon, the Spring Meeting (Sunday, March 8) will start from the Myllett Arms Hotel, Western Avenue, Perivale, Middlesex. Invited clubs: B.A.R.C., U.H.U.L.M.C., West Essex, London, Seven-Fifty, Lloyds, and Chiltern C.C. (Mrs. Neil Freedman, 4H, Hyde Park Mansions, London, N.W.1).

The film show next Friday (February 13) is open to all enthusiasts. Programme will be "Le Mans 1952" and "Looking Ahead," starting at 8 p.m., Grosvenor House Hotel, Kidmore Road, Caversham, Reading.

Riley M.C. (London).—The route of the London Centre's Winter Rally, to be run on February 21, has been planned to include picturesque scenery without any trials hills or rough-going sections. Competitors will, of course, have to find the route by skilful navigation, and there will be a series of tests at different points. Starting from Norman Roundhill and Co., Ltd., 66, Barnett Wood Lane, Ashtead, Surrey, at 1.45 p.m., the finish—some 70 miles later—is at the R.A.C. Country Club, Woodcote Park, Epsom, Surrey. (Entries close February 9; R. C. Porter, 36, Nassau Road, Barnes, London, S.W.13.)

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1951 JOWETT Bradford Utility De Luxe, reconditioned engine, immaculate £485
1946 VAUXHALL 12 saloon, black, one owner £395

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In Brief

The Autocar records with regret the death on January 16 of Mr. A. L. Forge, proprietor of Broadway Motors, 67, High Street, Hounslow, Middlesex. He had been in business in Hounslow for 27 years.

A revised spare parts sheet for inclusion in the booklet on the removal and replacement of Schonitzer locks on the 1952 Standard Vanguard is now available from Wilmot Breeden, Ltd., Amington Road, Birmingham, 25.

Champion sparking plugs were used in the Ferrari with which A. Ascari won the Argentine Grand Prix on January 18. The Ford Zephyr with which M. Gatsonides won the Monte Carlo Rally and the Jaguar driven by I. Appleyard which was second also used Champion plugs.

Mr. T. V. Dixon, director of Brown Brothers (Ireland), Ltd., and joint manager of the Dublin branch, died on January 25. He joined the company in Dublin in 1919, and was later transferred to Belfast, where he was branch manager for some years before he returned to Dublin as joint manager.

The Vauxhall company exported 70 per cent of production during 1952, 56,742 Vauxhall cars and Bedford trucks going to 121 different countries. Australia, in spite of her restricted imports, remained the largest market, taking 7,772 vehicles. The second largest market was New Zealand and next, in order, came South Africa, Belgium, Denmark and Holland.

Mr. N. A. G. Black, of the Standard Motor Co., Ltd., opened new workshops for Tate Brothers, Ltd., 100, Old Shoreham Road, Portslade, Sussex, on Wednesday, January 28. A big crowd of customers and traders was present, and to mark the occasion a service week with reduced cost voucher tickets was put into operation on January 29, finishing tomorrow.

A maintenance manual for the Armstrong Siddeley Sapphire has now been published. It is intended for owners and is usefully comprehensive in addition to being nicely produced. A workshop manual is being prepared. Handbooks for the pre-war 14 h.p. and 17 h.p. models will shortly be available. Armstrong Siddeley exhibited at the Brussels Show and it is now known that one of the first orders placed was by the United States Ambassador to Belgium.

Stratton House, the home of University Motors, Ltd., 80, Piccadilly, London, W.1, has celebrated its 21st birthday as showrooms. The University Motors organization has longer associations in an adjoining part of Mayfair, however. Historical associations are brought to mind when it is remembered that the Tyburn still runs underneath the garage in Hertford Street, to which the only access at one time was by four steps which were located in what is now the Carrington Street entrance to the garage. It was once flanked by a riding school and Shepherd Market where, until 1764, the May Fair was held annually.

Horvell Products, motor accessory specialists, have changed their address from 29, Soho Hill, to 215, Moseley Street, Birmingham, 5.

The Avon India Rubber Co., Ltd., of Mabledon Place, London, W.C.1, have appointed Mr. Derek T. Oates as general line representative for Berkshire and Oxfordshire. Mr. Oates was previously tyre departmental manager of Wimbledon Motor Works, Ltd.

Mr. Peter Ryder, who resigns his position of managing director of Daimler Hire, Ltd., 243, Knightsbridge, London, S.W.7, but retains his seat on the board, has been appointed commercial director of James A. Jobling and Co., Ltd., Ely House, Charterhouse Street, London, E.C.1. The new joint managing directors of Daimler Hire, Ltd. are Mr. C. D. Swain and Mr. L. M. Marshall.

Two members of a technical team which recently made a short visit to France were Mr. H. W. Baker, director and chief engineer of the Triplex Safety Glass Co., Ltd., 1, Albemarle Street, London, W.1, and Mr. H. Irwin, director and works manager of Triplex (Northern), Ltd., of St. Helens, Lancashire. The team visited the Chantereine works of the St. Gobain Glass organization, where there was an exchange of technical information with the French executives relating to toughened glass.

Mr. Frank Briggs, previously depot manager in Newcastle of Pirelli, Ltd., of 343, Euston Road, London, N.W.1, has been appointed assistant regional manager in London. Other appointments in the Pirelli company include those of Mr. W. M. Hogg, previously a representative in the Edinburgh area, to Newcastle district manager; Mr. E. W. Yates from depot manager to district manager for Nottingham; Mr. F. R. Ewart from depot manager to district manager for Leeds; Mr. G. F. Byrne from depot manager for Southampton to district manager; Mr. T. Smeaton Dick from depot manager to district manager for Cardiff; and Mr. K. R. F. McMath has been appointed representative of the Glasgow region to cover the Edinburgh and border districts.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16545.—1938 Lanchester Roadrider
"F.W.T."—Any available information and a handbook.

No. 16546.—1931 Essex Super Six
"W.C."—General information and a handbook.

No. 16547. 1934 Riley Nine
"G.B."—Hints on maintenance and a handbook.

No. 16548.—Handbooks Required
"J.H.H."—1937-38 Opel Cadet.
"D.A.V."—1932 Standard Big Nine.
"R.E.S."—1934 Morris Ten-Four.
"G.H.B."—1937 Morris Eighteen-Six.
"H.W.D."—1933 Austin Ten.
"L.F.F."—1937 1½-litre Riley Falcon.
"J.P."—1934 6-cyl Riley Mentone.
"L.J.W."—1939 Standard Eight.
"W.H."—1938 Talbot Ten.
"W.J.F.H."—1938 1½-litre Riley.
"S.R."—1948 J-type Vauxhall Fourteen-Six service repair manual.
"J.N."—1937 Talbot Ten.
"H.S."—1938 Standard Nine.
"W.H."—1932 Standard Big Nine.
"M.G.E."—1937 TA-type M.G. Midget.

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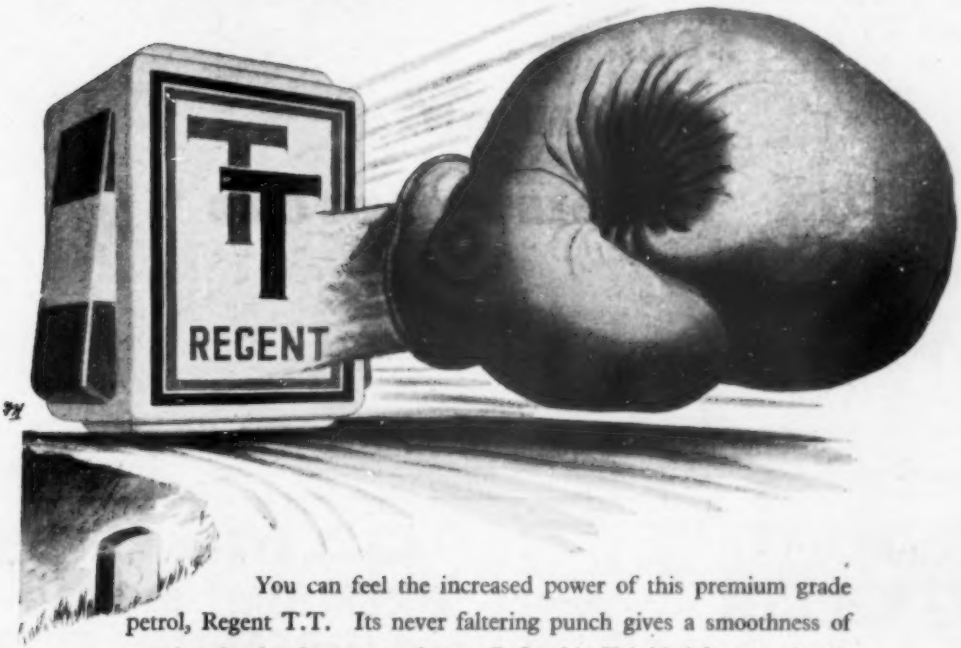

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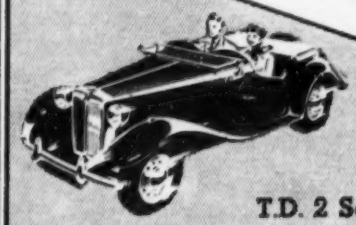

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'51	**HILLMAN** Minx estate car	£635
'50	**FORD** Prefect	£445
'50	**M.G.** 1½ saloon, beige	£595
'50	**MORRIS** Minor, black	£475
'49	**AUSTIN** 16 de luxe, black	£550
'49	**VAUXHALL** Wyvern, radio	£495
'48	**STANDARD** 14, grey	£435
'48	**LEA-FRANCIS** 14 saloon	£595
'48	**AUSTIN** 16, sun roof, heater	£495
'47	**VAUXHALL** 10, black	£395
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1949	**HILLMAN** 10 D/H Coupe. Superb	£395
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1949	**AUSTIN** Sheerline, finished in grey, light fawn leather upholstery, heater, radio, 24,000 miles, magnificent condition	£895
1951	**JAGUAR** XK.120 Roadster, finished in black with leather upholstery, heater, many extras, hardly marked and as new	£1,150
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1940	**AUSTIN** 10 saloon de Luxe	£265
1939	**FORD** Prefect saloon de Luxe	£250
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1949	**FORD** Prefect saloon, black	£450
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1951	**MORRIS** Oxford saloon, black, mileage only 7,120	£675
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1952	**TRIUMPH** Mayflower saloon, black	£625
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1951	**MORRIS** Oxford saloon	£625
1951	**MORRIS** Minor open tourer	£495
1951	**FORD** Prefect saloon	£495
1951	**VAUXHALL** Velox saloon	£625
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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

H. F. EDWARDS & Co., Ltd., offer:—

£875.—1950 (June) A.C. 2-litre saloon, slate grey with red leather, heater, pass-lamp, overriders, very attractive car, thoroughly recommended, with written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2005

1948 A.C. saloon, in excellent condition throughout; £525.—Hindhead Motor Works, Ltd., Hindhead. Tel. 665. [7686

1937 A.C. 2-litre drop head 4-seater, very good condition, recent respray; £225.—Ring, Coleman, Victoria 2756, Birmingham. [9069

CASS'S MOTOR MART offers outstanding A.C. foursome drop head coupe; £325; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

SEPT., 1948, A.C. saloon, one owner, one driver, nominal mileage, works maintained, exceptional condition, grey with grey leather; open to R.A.C. examination; just taken delivery new A.C.; £650, no offers.—Woolley, Forest House, Shepshed 3211, Loughborough. [7675

A.C. Cars Wanted

REQUIRED immediately, good A.C. pre- and post-war.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

ALFA-ROMEO

JACK ROSE, Ltd., offer:—

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!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Alfa-Romeo Cars Wanted

BARTLETT, Alfa-Romeo Specialists, 27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0913/R

PERFORMANCE CARS, urgently require Alfa-Romeo's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124/R

ALLARD

RICHARDS & CARR, always best value.

1950 saloon, grey, superb throughout; £565.

1947 tourer, excellent condition; £350.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Allard foursome drop head coupe, 27,000 miles; £425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

£585!!!—1949/50 Allard J2 Competition 2-seater, Ardun heads, also side-valve heads, De Dion axle, very fast.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

1950 Allard saloon, fitted Mercury engine, loose covers, radio, heater, spotlights, etc.; £550.—Mr. Walker Bal. 4633. [8006

1950 Allard sports saloon, black; £600, or near offer.—W. H. Arthur & Co., Ltd., Station Garage, Billericay. Tel. 110. [7847

1948 Allard 4-seater tourer, outstanding condition; £350.—Green, 887, Hagley Road West, Birmingham 32. Woodgate 2022. [8079

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

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ALLARD

1949 Allard 2-seater sports roadster, in outstanding condition; £450.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

Allard Cars Wanted

1949—50 drop head.—8, Wynford Grove, Leeds, 6. [7905

BARTLETT, the Allard buyers, 27a, Pembridge Villas, W.11. [W1013

WANTED.—Allard 2-seater.—Williams, "Westfield," Port Dinorwic, Caernarvonshire. [8091

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0988/R

PERFORMANCE CARS, urgently require Allard's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALVIS

BROOKLANDS: Alvis Distributors, new 3-litre.

1953 Alvis 3-litre sports 2-seater, 250 miles.

1951 Alvis 3-litre saloon, radio, heater.

1950 Alvis 14hp sports 2-seater, extras.

ALVIS cars examined and approved by makers.

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103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

UNREGISTERED Alvis 3-litre sports 2-seater, silver grey, crimson leather, attractive price; exchanges considered.

1950 Alvis Fourteen sports saloon, heater, 20,000 miles only.

1949 Alvis Fourteen sports saloon, 24,000 miles.

1949 Alvis Fourteen drop head coupe, splendid condition.

1953 Alvis 3-litre saloon, new, for immediate delivery.

JAMES H. GALT, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [7858

1950 Alvis 14hp 2-seater drop head sports, metallic grey, 5,200 miles only, taxed; £700.—Box 5059. [7826

1939 (July) 4.5-litre saloon excellent condition, many extras; £575.—140 Seabrook Rd., Hythe, Kent. [7909

SPEED 20 1955 tourer, black, enthusiast maintained, beautiful condition; £250, or near.—Write Box 5111 for further particulars. [7878

1952 (Apr.) Alvis 3-litre saloon, 5,000 miles, radio, heater, maroon/beige leather, unmarked; £1,475.—Cyril Sheppard of Reading, Sonning 2346. [8056

CAMDEN MOTORS.—Alvis Silver Crest 17hp drop head foursome coupe, 1938, handsome and stylish body lines of best quality construction, economical, fast, delightful to drive; £295.

CAMDEN MOTORS.—Alvis 12/70 sports saloon, 1939, Mulliner coachwork in black compares with post-war condition, excellent tyres, Lucas passlights and dual Allette horns; £395.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080) and 176 Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

1949 Alvis 14hp semi razor-edge sports saloon, black, brown hide, sun roof, heater, Trico air horns, windscreen washers, etc.; £695, part exchange terms, etc.—D. F. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead, Hampstead 6588. [801

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

£65.—Alvis Speed 20 1935, rare Vanden Plas sports saloon, excellent engine and general mechanical condition but noisy transmission; all accessories, good working order, taxed, recent photograph.—C. Lee, 2, River Court, Taplow, Berks. Tel. Maidenhead 2713. [8042

1949 model foursome coupe, certified mileage 25,000, heater, 25 mpg, new 5-position head, battery and tyres, spare unused, chauffeur maintained, quite immaculate and faultless, A.A. examination invited: £725.—B'ham Victoria 0506, or Henley-in-Arden 120. [7966

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube) Ham 6041 [0941/R

PERFORMANCE CARS, urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St. Great Portland St., W.1. Museum 8221. [W5041

14/17hp foursome d.h. coupe, '37 to '46; full particulars, price, photo to private advertiser.—Box 5192. [8066

CHARLES FOLLETT, Ltd., buy good late model cars. —16, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0990/R

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SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Sales and Service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241-2. [84053/R

AMERICAN CARS

SIMPSON'S MOTORS offer:—

RHD 1952 Buick Super Riviera saloon, Venetian blue, approximately 6,000 miles.

RHD 1949 Chevrolet saloon, shell grey and smoke grey, approximately 52,000 miles, fitted all extras.

RHD 1949 Pontiac, burgundy and fuschia, fitted with all extras.

1952 Studebaker Champion, pastel green, approximately 5,000 miles, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

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BUICK saloon, delivered new March, 1952.

CHEVROLET saloon, November, 1950, 12,000 miles.

PONTIAC saloon, April 1949, 23,000 miles.

PONTIAC saloon, first registered 1950.

1938 Oldsmobile drop head coupe.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

TAYLOR & CRAWLEY offer:—

1950 Cadillac 62 sedan Fleetwood trim hydromatic, radio, heater, covers, low mileage, most beautiful condition; £2,695.—48, Kensington Court, W.8. Tel. Western 6015. [8107

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [4028

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903 [W4015/R

METCALFE & MUNDY will buy your American car. —280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

JOE THOMPSON (MOTORS), Ltd., require late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W3028

WANTED, American fixed head coupe, 1940 or later; state price.—Write, 255 Walton Lane, Liverpool 4. [7628

AMERICAN 7-seater saloon wanted; bargain for cash. —116, Radclebarn Rd., Birmingham, 29. Selly Oak 0080. [7971

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors) offer:—

1952 Armstrong Siddeley Whitley 16hp saloon, superb condition, one owner; £1,225, one week's free trial, guaranteed.—184 Gt. Portland St., W.1. Museum 1001. [C3059

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Hurricane coupe, 12,000 miles, superb condition; £775.

1950 Armstrong Siddeley Lancaster saloon, most outstanding example (not ex-hire car); £795. —Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS.—Individuality, new and used cars.

1952 Armstrong Whitley saloon, 5,000 miles, radio, heater.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

GORDON CARS (LONDON), Ltd., for Armstrong Siddeleys.

1950 Whitley saloon, blue; £895.

1949 Typhoon saloon; £650.

GORDON House, 375, Euston Rd., N.W.1. Eus. 6611. [C2023

1953 (January) Armstrong Siddeley Whitley saloon, 200 miles.—Ernest Sutton, Weybridge 600. [C4025

1951 Whitley saloon, one owner, first-class condition; £850.—Light Car Co. (Quality Cars), A.S. Specialists, Derby 3658. [7952

1950 Armstrong Whitley saloon, in immaculate condition throughout; £765.—Harry Martin, 23, Devonshire Place Mews, W.1. [8025

1949 Armstrong Lancaster saloon, black, brown leather upholstery, fitted radio and heater, excellent condition throughout; £725.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

CASS'S MOTOR MART.—1950 Armstrong 18 saloon, black, heater, one owner, unblemished; written guarantee.—5, Warren St., W.1. Euston 3525. [C1040

ARMSTRONG SIDDELEY Hurricane coupe, under 200 miles, heater; £1,150.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

1947 Typhoon, as new, original finish, mechanically perfect, new battery and tyres, moderate mileage, heater; £475.—40, Upfield, Addiscombe 3685. [7767

CAMDEN MOTORS.—Armstrong Siddeley Lancaster 4-door saloon, 1949, colour blue, manual gearchange, one careful owner, nominal mileage only, several extras; £645.

CAMDEN MOTORS.—Armstrong Siddeley Whitley 4-light saloon de luxe, 1951, black, blue leather, fitted radio/heater, very carefully owned and maintained; £895.

CAMDEN MOTORS.—Armstrong Siddeley 18hp 7-passenger limousine, 1951, black coachwork, leather throughout, recorded mileage of 17,000 but looks less, widest occasionals, heater; £1,095.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1950 Armstrong Siddeley Typhoon, nominal mileage, well maintained, pre-selector.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [7889

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH.

ROWLAND SMITH's, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

7 SEATERS 1938/39 Limousines required, 17hp/25hp privately owned, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Armstrong-Siddeley for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom 9400. [W2001

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. —Arcot Eng., Ltd. 169 Fulham Rd., Chelsea, S.W.3. Ken 7301 [0644/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8 have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

ASTON MARTIN

BROOKLANDS, Aston Martin distributors, buy or sell your car.—105, New Bond St., London, W.1. [C1029

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3 [0197/R

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3 [0198/R

AUSTIN SEVEN

ELITE MOTORS offer:—

1939 Austin 7 Ruby de luxe saloon, dark blue cellulose with blue leather interior, really clean, sound car; £195.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, 4 lines. [C2005

1939 Austin Big 7 4-door saloon, original condition, £225; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

£225.—£75 deposit, 1938 Austin Big 7 4-door sun saloon, Cambridge blue, spotless condition, faultless runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

175 gns.—Austin 7 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

AUSTIN EIGHT

NEWNHAMS, Ltd.

1947 Austin 8 saloon, one owner, 20,000 miles; £395.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

B. J. HUNTER, Ltd., offer:—

1948 series Austin 8 saloon, really as new, meticulously maintained; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2046

C.M.I. CAR SALES (Pri. 6623) offer:—

1941 Austin 8 4-door saloon, maroon, good condition; £275.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

H. F. EDWARDS & Co., Ltd., offer:—

£385.—1947 (April) Austin 8 4-door saloon, sliding roof, black, brown leather, very attractive; written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2008

OCTOBER (1947) 4-door de luxe saloon, grey/green, brown interior, excellent condition; £325.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1947 Austin 8, very good condition, one owner.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2086

1946 Austin 8 4-door saloon, black, brown leather, one owner, guaranteed; £285.—Palmers, 4, Russell Gdns. Mews, Kensington. Park 9704. [7758

1946 Austin 8hp de luxe saloon, black, brown interior, very clean, good tyres; £325.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

195 gns.—Austin 8, 1940, saloon, blue, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [C4018

£365!!!—1947 Austin 8 de luxe saloon, in spotless and magnificent condition, undoubtedly the finest and best available at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2058

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—397, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R

AUSTIN 8 saloon, 1939, must be in good condition.—Kiddey's Garage, Harberson Rd., Balham, S.W.12. Balham 2531. [8007

AUSTIN TEN

SLOCOMBES, Ltd., Willesden 4869.

1946 10hp saloon in very nice order throughout, reconditioned engine recently, excellent tyres, black with brown upholstery, £365; A.A., R.A.C. inspection welcomed; part exchanges and insured easy terms with pleasure; see also our advertisements under Ford 8 and Morris 8.—Slocombes, Ltd., 59-62, Duddon Hill Lane, N.W.10 [C4017

C.M.I. CAR SALES (Pri. 6623) offer:—

1938 Austin 10 4-door saloon, black, very good condition throughout; £250.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Austin 10 saloon, mileage 31,000; £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

1940 Austin 10 sln., black, unrepeatable; £300.—Below.

1940 Austin 10 sln., blue, brown upholstery; £280.—Smith and Hunter, Ltd., 376, Kensington High St., London W.14. Tel. Western 2312. [C4019

1946 Austin 10 saloon, black, brown leather upholstery, first-class condition throughout; £345.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1948 model Austin 10 saloon, one owner; bargain, £575.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£310.—Austin 10 1946 model, heater, Windtones, reconditioned engine.—Little, Chestnut Cottage, Barkway, Royston, Herts. [8065

1946 (October) Austin 10 utility, rear fold-away seats, excellent condition throughout, new engine November, 1950; £325.—Box 5191. [8074

1948 Austin 10 saloon, one owner, recently reconditioned, mechanically good; £395.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel Streatham 8638. [C4059

1937 Austin 10hp Cambridge saloon, black/brown hide, outstanding condition; £265.—J. Davy, 190, Kensington High St., W.8. Western 9641 and Kensington 1108. [C1069

1939 Austin 10 saloon, original paint and upholstery, very good condition, just had new king pins, ball joints, batteries and clutch, one owner till August; £250.—Box 5181. [8013

1947 Series Austin 10 saloon de luxe, black, new engine; £345.—Garage Service Co., Ltd., 1061, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

THIS one private owner and original since new Austin 10 tourer, 1934, is considered the best in the country; see for yourself, unrepeatable at £155; also Austin 10 2-seater with dickey, in similar condition at £135; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1938/9 Austin 10 Cambridge de luxe saloon; this car has recently been fitted with works reconditioned engine and new set of tyres; we are at present completely reconditioning this car in black, the interior is upholstered in blue leather with carpets to match, all of which are in excellent order; this car has had only two owners from new and has been exceptionally well looked after, the original tools, etc., are with the car; this is a specimen example of this very fine and much sought after model; £250; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

Austin Ten Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0920/R

WHY accept less for your Austin 10 saloon when you get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2. Gla. 2254. [W2008

GOOD saloon wanted.—Traynor Motors, Ltd., Tel. Grangewood 2530, or 135, High St. South, E.6. [W4032

AUSTIN A40

J. DAVY offers:

1951 Austin A40 sports, cream, radio, heater, 10,000 miles; £755.

1951 Austin A40 saloon, grey/blue hide, sunroof, heater, 17,000 miles; £595.

180 Kensington High St., London, W.8. Western 9641 and Kensington 1108. [C1069

CAR MART, Ltd.

LONDON distributors.

1952 Austin A40 Somerset saloon, radio, heater, 8,000 miles; £715.

1951 Austin A40 Devon saloon, heater, 15,000 miles, £595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

BOON & PORTER, Ltd.

1951 A40 saloon, grey/blue leather, heater, absolutely unmarked, 7,000 miles; £565.—Castelmau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022

BROWN'S GARAGE offer:—

1951 (September) Austin A40 saloon de luxe, steering column gear change, heater, one owner, 11,000 miles only since new, immaculate condition; £625.

1951 Austin A40 Countryman, heater, one owner, 13,000 miles only since new, immaculate condition; £575.

1949 (September) Austin A40 saloon de luxe, heater, one owner, low mileage, immaculate condition; £525; 3 months' written guarantee.—Brown's Garage, Loughton (Essex). 4119. (Tube). [C1034

B. J. HUNTER, Ltd., offer:—

1952 Austin A40 Somerset saloon, low mileage, positively as new; £725.—Below.

1952 Austin A40 Devon saloon, 8,000 miles only, positively as new; £675.

1951 Austin A40 Devon saloon, one owner, carefully used, £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUSTIN A40

RUSSELL MOTORS offer:—

1948 (November) Dorset saloon, 25,000 miles, one owner; £435; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A40 sun saloon, grey with blue upholstery, recorded mileage 14,023; £595.

1950 Austin A40 sun saloon, green with brown upholstery, radio and heater, recorded mileage 16,186; £575.

836/842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, green/brown, 3,500 miles, as new; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A40 Countryman, dark green, 10,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4045

GUY SALMON AUTOMOBILES offer:—

1952 Austin A40 Somerset saloon, 2,000 miles; £725.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1952 Austin A40 saloon, colour green, mileage 4,000 only, immaculate condition, taxed for year; £695.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [C4009

MEBES & MEBES Ltd. (Est. 1893), offer:—

1952 Austin A40 Somerset saloon, mist green, heater, loose seat covers, 4,500 miles, practically new; £725.—The Broadway, Mill Hill, N.W.7. Tel. Hill 2040. [C5012

1949 Austin A40, grey, 18,000 miles; £525.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8151). [C4046

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Austin A40 sports convertible, 4,000 miles; £750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1949 Austin A40, recently reconditioned, one owner, perfect; £495; also

1948 A40 Dorset 2-door saloon, reconditioned engine, radio, heater; £455.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1949 Austin A40 sun saloon, fitted radio and heater, 3 months' guarantee; £545.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£695!!—1952 A40 Somerset, green, 7,000 miles, heater, unblemished.—Below.

£455!—1949 Austin A40 saloon, sliding roof and heater.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1949 (Dec.) model A40 4-door saloon, radio, heater, sun roof, fog lamp, genuine 26,000 miles; £495.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1950 Austin A40 saloon; £565:—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8051

1951 Austin A40, 4,800 miles, radio, heater; £625.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261/2. [C5067

1952 Austin A40 Somerset sal., 9,000 miles; £695.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 5051. [C5043

1952 model A40 Devon, genuine mileage 3,600; £675, consider cheaper car, cash.—Flat 5, 29, Cheriton Gdns., Folkestone. [7822

1949 Austin A40 Devon, exceptional condition throughout; £445.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821. [C3040

OPPORTUNITY.—1952 (May) Somerset, one owner, heater, 11,000 miles; £660!!!—A.Z. Motors, Palmerston Rd., N.W.9. Mal. 4723. [C1011

1949 Austin A40 4-door saloon, five new tyres, reconditioned engine, one owner; £495.—Griffins Garage, Weybridge 1491. [8061

1952 Somerset, radio, heater, 3,000 miles, as new; £730.—Jack Olding & Co., Ltd., 8, North Audley St., London, W.1. Mayfair 5242. [C5030

£535.—1950 Austin A40 saloon, one owner; another 1951; £635.—Le Grice, Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1951 Devon sun roof saloon, grey/blue, heater, immaculate, £565; a selection usually available.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 (May) Austin A40 Devon saloon, 17,000 miles only, one owner, finished grey, blue leather, fitted with heater, absolutely immaculate; £575; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C5018

1949 A40 Devon, grey, radio, heater, sliding roof, low mileage, showroom condition, taxed year; £435; private, genuine.—Ellingworth, Hulmers, Gt. Warley Brentwood 2187. [7954

AUSTIN A40

1951 Austin A40 saloon, grey/blue, immaculate condition, 10,000 miles; £595; another, colour black, s/column gear change; £625.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

495 gns.—Austin A40, September 1949, Devon 4-door saloon, grey, sliding head, fawn upholstery, heater, one owner, unused spare, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

EXCEPTIONAL A40!!—1949 Devon saloon, sun roof, heater and radio, comprehensively overhauled during 1951 including new Somerset engine, clutch and brakes, fitted with oversize tyres and repainted in dark metallic grey, numerous extras; a very unusual and attractive car at £535.—For an appointment to view tel. Vandervell Bros., Ltd., Primrose 4441. [C4037/1

1951 (Dec.) Austin A40 Devon, radio, heater, steering gear shift, 12,000 miles, like new throughout, supplied and regularly serviced by us, £625; 1952 Austin A40 Somerset, grey, 3,000 miles only, hardly distinguishable from new throughout, £695; many others, exchanges, deferred terms.—John S. Truscott Ltd., 175, Westbourne Grove, W.11. Bay. 4274 [C4035

Austin A40 Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

[0957/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

AS new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725/R

CASH buyers of good Austin A40s; distance no object.—Hattons, Lord St., Southport. [0786/R

WHY accept less for your Austin A40 saloon or Countryman when you get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2. Gla. 2254. [W2008

SOMERSET wanted privately, lowest possible mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6175

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Austin A40 saloons from private owners.—Write details or tel. Bradford 41337. [C825

AUSTIN TWELVE

CAR MART, Ltd.

LONDON distributors.

1947 Austin 12hp saloon, guaranteed; £525.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

ELITE MOTORS offer:—

1939 Austin 12/4 cabriolet, extremely well maintained condition throughout in faultless mechanical order, excellent coachwork and interior, believed to be one owner only, speedometer reading 50,000 miles; £265.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

1939 Austin 12/4, black, green leather, excellent throughout; £270.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1946 Austin 12 saloon, black, one owner, sun roof, beautiful condition, taxed; £585.—Cunningham 0556 [8010

1938 (Oct.) Austin 12 Ascot saloon HRA series black and brown leather, excellent condition, good tyres; £250.

1938 (June) Austin 12 Ascot saloon, black and brown leather, in good order, any trial; £220.

GEE CARS, Ltd., 60/62 Queenstown Rd., S.W.8. Mac 3565. [7580

1939 Austin 12 saloon, guaranteed; £210; payments.—Oldfield, 586, Kensington High St., W.14. Wes 6631. [C3029

AUSTIN 1938 12/4 saloon, reconditioned engine g'box, axle, 4 unused tyres, 28 mpg; £185.—Tel. Ashtead 3275 (near Epsom). [7965

1939 (April) Austin 12 saloon, good condition throughout, taxed; £275.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [8046

£225.—Austin 12 saloon 1939, black, brown leather, reconditioned engine.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel Lee 1051. [C1052

£295!!!—1939 Austin 12/4 saloon de luxe, in spot less condition and mechanically excellent; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1947 Austin 12/4 saloon, discs, excellent; £385; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 Euston 2700 and 8894. [C3059

1940 Austin 12 saloon, black, red leather, one owner, excellent order, same appearance as post-war model; 3 months' guarantee; choice of 2 from £295.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1946 (Nov.) Austin 12 saloon, a really first-class sample of this fine car, black, brown leather; £395.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

Austin Twelve Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1 Euston 1212 [0954/R

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0921/R

AUSTIN SIXTEEN

1943 Austin 16, owner-driven, smart, mechanically sound, any trial; £500 n.o.—Apply, Box 4840. [7277

1947 Austin 16 saloon, whole car in beautiful condition, taxed radio and heater, leather upholstery; £395.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [C1054

1938 Austin 16 saloon, magnificent, guaranteed; £195; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£525.—1949 Austin 16 saloon, brown leather, sunroof, interior heater, exceptional condition and low mileage; terms and exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

£545!!!—1949 Austin 16hp saloon, black, brown leather, radio and heater; also 1948 at £465.—Vandervells 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

NAYLOR & ROOT.—1948 Austin 16, sun roof saloon, black, brown hide, heater, £495; three months' guarantee.—26, East Hill, Clapham Junction, S.W.11 Batt. 2252. [C5022

HIRE Limousine 1951, partition, forward occasionals, leather, small mileage, wonderful condition, £795. (Fifty Limousines—Lists Posted). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

1937-8 Austin 16 saloon, radio, heater, fog lamp new tyres, etc.; engine recently completely overhauled, also rewired throughout, taxed, £175; also 1939 at £195; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway N.W.1 Euston 2700 and 8894. [C3059

HEARSE 1952 streamline 6-Bearer, also Deck de luxe Coachwork, bargain value, illustrated brochure despatched. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0955/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

AUSTIN A70 & A90

NEWNHAMS, Ltd.

1951 Austin A70 Hereford saloon, grey, 15,000 miles, carefully used; £795.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd LONDON distributors.

1952 Austin A90 saloon, heater, 100 miles; £995.

1952 Austin A70 Hereford saloon, heater, 3,000 miles; £875.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

JACK ROSE, Ltd., offer:—

1951 Austin A90 Atlantic sports saloon (hard top), black with ivory upholstery, almost sootless, spare unused, accept £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

TOM GARNER, Ltd. offer:—

1952 Austin A70 Hereford saloon, green with brown leather, heater, 3,000 miles only; £100 below list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020

AUSTIN A70 & A90

H. A. SAUNDERS Ltd., offer:—

1952 Austin A70 Hereford saloon, grey with beige upholstery, recorded mileage 5,000; £845.

836/842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 Austin A70 Hereford saloon, blue, heater, 5,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 (October) A90 saloon, in black with red leather interior, heater, one owner; £815.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1016

1951 (June) Austin A90 saloon, 10,000 miles.—Ernest Sutton, Weybridge 600. [C4023

1950 A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5766. [C1021

1952 Austin Hereford, finished in green, perfect, 4,000 miles on,y, as new; £795.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1951 (Nov.) Austin A70 Hereford saloon, 7,000 miles, many extras; £795.—C. A. Peto Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043

1950 A90 blue convertible coupe, with power-operated hood and windows, speedometer 15,000; £700.—Chester Brothers, Burton-on-Trent. Tel. 4894/5. [7859

1952 A90 sports saloon, black, 205 miles only, unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1951 (Jan.) Austin A70 saloon, 20,000 miles, blue/blue, fitted heater.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.2. Western 4851 Trade only. [C1051

1951 series, Austin A70 saloon, heater, blue, genuine, 13,000 miles since new, one owner, practically as new, three months' guarantee; £650.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

£695.—£235 deposit, 1951 Austin A90 power-operated convertible coupe, one owner, bottle green, spotless condition, come and cruise at 80 in comfort.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MODIFIED A90 Atlantic saloon, black/red with heater, has high cruising speed with 25mpg., negligible oil consumpt., registered Apr., '51, moderate mileage, scrupulously maintained, recent A1 R.A.C. report; £750 o.n.o.—Box 5023. [7788

1951 Austin A90 saloon, (August) black/cream, 10,500 miles, heater, H.M.V., Trico washer, Fram Red-X tester, maintained regardless, perfect condition; £825; or exchange Jaguar Mk. V, in similar condition with cash adjustment.—Tel. Mogador 2166 (Surrey). [7991

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0353/R

RICHARDS & CARR buy A90s.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0391/R

1951/2 Austin A70 Hereford Countryman required, must be very cheap.—M. Kitching, Ltd., Surfleet, Spalding, Lincs. Tel. Surfleet 335. [7855

AUSTIN EIGHTEEN

1935 Austin 18 7-seater, good condition; £125, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£185.—£70 deposit, 1937 Austin 18 7-passenger limousine black, brown hide, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£545!!!—1939 Austin 18 limousine full 7-seater with st. division, bargain price, excellent condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

145 gns.—Austin 18 1936 Hertford de luxe saloon, blue and black, sliding head blue leather, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

LIMOUSINE 1939, partition, 7-forward, carefully maintained, immaculate, certified mechanically, black, bargain value. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CMTHE CAR MART Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

1938/39 privately owned Limousines also 7-passenger Saloons, urgently required. A. & S., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

AUSTIN A125 & A135

ACRES offer:—

1949 Austin Sheerline saloon, finished in grey with leather upholstery to match, speedometer reading 19,000, undoubtedly genuine, carefully used and maintained and in truly magnificent condition throughout; value for money at £895.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

CAR MART, Ltd. LONDON distributors.

1950 Austin A125 Sheerline saloon, radio, heater, 4,000 miles; £1,075.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROSE & YOUNG, Ltd., offer:—

1952 (May) Austin A125 7-passenger Sheerline limousine, 9,000 miles only, ex-property of titled owner, whole car as new, finished throughout in leather, black; £1,495.

1950 Austin A125 Sheerline saloon, 15,000 miles only, immaculate, black; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3097

GUY SALMON AUTOMOBILES offer:—

1950 Austin Sheerline saloon, genuine 11,000 miles; £985.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

£765.—1949 Sheerline, black, loose covers, perfect. Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

GUY ALFREDS & Co., Ltd., 1949 Series Austin Sheerline, radio, heater, superb order; £785.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 (October) Austin Princess saloon, 2,400 miles; also 1951 (March) Princess, 23,000 miles.—Ernest Sutton, Weybridge 600. [C4023

1952 Sheerline saloon, 250 miles only, unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 Princess touring limousine, low mileage, as new throughout; terms, exchanges.—Seymour Cecil & Co., 100, Gt. Portland St., W.1. Museum 0209 and 9692. [7901

LIMOUSINE, 1950 Sheerline, partition 7-forward, black, mileage 9,000, superb condition, £1195. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

HEARSE 1952 streamlined Deluxe Coachwork 5-door 6-bearer, lavishly equipped, bargain value. (Illustrated brochure despatched). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

LIMOUSINE Ranelagh, 1939, partition, forward occasionals, leather, wonderful condition, mileage negligible, exceptional bargain. £595. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

£750.—Sheerline 1948, 31,000 genuine, tyres very good, loose covers, radio, any trial, examination, sale due bereavement; no offers please.—Cade, 18, Earle St., Crewe Tel. 3136, office hours only. [7957

1951 Austin Princess A135 with Vanden Plas coachwork, low mileage, finished in dark green with two tones leather upholstery this car is the late property of the Duke of —— and is literally unmarked, offered at half!!! list price, £1,350.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4 Chiswick 2725/5870. [C1014

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately. MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0852/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0926/R

SLOCOMBE'S, Ltd. Willesden 4369.

WE wish to purchase clean and genuine Austin cars.—38/52 Dudden Hill Lane, N.W.10. [W4017

AUSTINS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767 [0822/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233 [0541/R

CASH offered for good 1938/9 Austin 10 or 12/14 saloon.—Write, E. V. Koring, 332, Nightingale Rd., Edmonton, N 9, or Tel. Tott. 3514, daytime. [7972

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., mains parts stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0336

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 18, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 362, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0438/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel.: Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

J B JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list.

EXAMPLE: 1949 Mark VI Bentley 4-door razor edged sports saloon, black with grey leather, 35,000 miles: £2,950.

BERKELEY Square, London, W.1.

TELEPHONE: Gros. 6811, or May. 7444. [0065/R

C M CAR MART, Ltd.

1936—37 Bentley 4¼-litre Park Ward saloon, guaranteed; £1,075.—Car Mart Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434 [C1039

RIPPON

RIPPON

RIPPON BROS., Ltd.,

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (January) Mark VI 4¼ Bentley, fitted with Mark I 2-door Countryman saloon, natural wood grain and grey, speedometer reading 32,800, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

3½ Bentley Estate car, 1934, in good running order; £625.—Apply Baker, 55, Friar St., Reading. [7867

BENTLEY (3½, 4¼-litre and New 4½-litre)

EXCHANGE or sell.

BENTLEY 4¼ 1952 saloon, silver with pale blue hide, 13,000 miles.

BENTLEY 4¼ 1951 saloon, gunmetal and blue, 18,000 miles.

BENTLEY 4¼ (overdrive) 1939 saloon.

BENTLEY 4¼ 1937 saloon.

BENTLEY 3½ 1936 saloon.

BENTLEY 4¼ 1938 4-seater drop head.

REASONABLE offers, cash, terms or exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer:—

NEW (large bore) Mark VI Bentley with Freestone & Webb owner-driver saloon coachwork, for early delivery.

1952 (April) 4½-litre (large bore) Bentley standard saloon, under 6,000 miles; £3,750.

1951 Mark VI Bentley standard saloon, 17,000 miles; £3,150.

1949 Mark VI Bentley power-operated coupe by Park Ward; £2,950.

1948 Mark VI Bentley standard saloon; £2,250.

1947 Mark VI Bentley H. J. Mulliner saloon; £3,250.

AUDLEY House North Audley St., London, W.1. Mayfair 5242 3-4. [C3050

TAYLOR & CRAWLEY offer:—

1940 Bentley 4¼-litre overdrive with lovely Windover sports saloon, excellent history; £1,595.

1950 Bentley Mark VI standard steel saloon, 31,000 miles, in really beautiful order; £2,795.

48 Kensington Court, W.8. Wes. 6015. [8105

MANN EGERTON & Co., Ltd., offer:—

1952 Bentley Mk VI 4½-litre (big bore) steel saloon, finished in black and tudor grey with grey leather upholstery, mileage 15,000.

14 Berkeley St., London, W.1. Recent 2075. [C2006

GUY SALMON AUTOMOBILES offer:—

1936 Bentley 3½-litre Park Ward foursome coupe, excellent history; £595.

1934 Bentley 3½-litre Park Ward 4-door saloon; this car must be seen and tried to appreciate its very exceptional condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Bentley 4¼-litre Park Ward saloon; £1,295.

1936 Bentley 4¼-litre foursome drop head coupe by Park Ward, black, brown leather, £600 overhaul by makers 1950; £995.

1934 Bentley 3½-litre Thrupp & Maberly sports saloon; £850.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1949 Bentley Mark VI steel saloon, 30,000 miles, one owner; £2,750.—Below.

1952 Bentley, 3,000 miles; £3,950.—Anthony Crosk, Tel. Caterham 2232-3. [C1063

1936 (August) 3½ razor-edged sports saloon, engine overhauled, outstanding car.

R. O. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4606. [C3017

1947 Bentley Mark VI standard steel saloon, black, brown leather; £1,975.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3033

1951 Mark VI Bentley, black, guaranteed 7,850, spare as new; £3,150.—Hawkey Bowden, Newquay, Cornwall. [7846

1935 3½-litre Bentley Park Ward saloon, in exceptional condition; £635.—Harry Martin, 23, Devonshire Place Mews, W.1. [8026

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers offer at keenly competitive prices the following:—

1951 Bentley Mark VI standard steel saloon, dark green, one owner, regularly serviced and carefully driven; a really superb car; £2,950.

1950 Bentley Mark VI James Young, 2-door saloon, dark green, one owner, a really beautiful car; £3,450.

1949 Bentley Mark VI standard steel saloon, black, maintained regardless of cost; £2,575.

OFFICIAL retailers and repairers.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1950 (May) Bentley saloon, grey, red leather, low mileage; £2,650, o.n.o.—Apply owner, 8, Southport Rd., Chorley Lancs. [7907

1951 (May) Bentley steel saloon, shell grey/maroon upholstery, 33,000 miles, one owner, beautiful condition; sacrifice £2,800.—Box 5140. [7920

1935 Bentley 3½-litre Park Ward saloon in perfect condition throughout; £975.—21, Old Frensham Rd., Farnham Tel. Frensham 274. [8004

1934 3½ Bentley sports saloon by Freestone and Webb, works maintained; £750.—Bolden, The Garage, Cavendish, Suffolk. Tel. Glemsford 286. [7928

BENTLEY (3½, 4¼-litre and New 4½-litre)

1935 Bentley Park Ward 4-door sports saloon, condition exceptional; £795.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge, S.W.1. Sloane 1353-1709. [7585

1949 (November) Bentley Mark VI standard steel saloon, unscratched condition, mechanically perfect; £2,450.—Mervyn Austin, 167, Park West, W.2, Paddington 1280. [8027

1950 (June) 4¼ standard steel saloon, black with beige leather, H.M.V. radio, twin speakers, total mileage 24,000, car immaculate throughout, £2,650. Robbins, East Putney. Tel. 4581. [8097

1937 Bentley 4¼-litre Park Ward sports saloon, black, blue leather, moderate mileage, immaculate, fully guaranteed; £925.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2289. [C4011

CAMDEN MOTORS.—Bentley 3½-litre Thrupp & Maberly 4-door sports saloon, 1935, black, fawn interior, coachwork about average for the year, but mechanically maintained in true Bentley fashion, exceptional bargain; £645.

CAMDEN MOTORS.—Bentley 3-litre short chassis Speed model, special Vanden Plas open 4-seater sports, 1926, modified and maintained by enthusiast, attractive Bentley green, chromed radiator, etc., very good order throughout; £245.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

ROSE & YOUNG, Ltd., offer: 1934 (September) Bentley 3½-litre Thrupp & Maberly drop head coupe, fitted radio and several extras, excellent order throughout; £650.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1950 (June) Bentley 4¼ saloon by Freestone & Webb, black with fawn leather, radio, heater and many extras, taxed for 1953, one owner only, mileage 17,000, guaranteed as new, cost over £7,000; offered at £3,750 part exchange and hire purchase arranged.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [C3011

1936 Park Ward 4-door 3½-litre saloon, boot, leather, good history, carefully maintained, excellent bargain value. Below.

1947 Bentley Mark VI steel Saloon, black, mileage 30,000, delightful condition, excellent history, £2045. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£195—1929 Speed Six close coupled sportsman's saloon, reconditioned engine 1947, new headlining, carpets, etc., 5 new tyres, taxed, excellent condition; (choice of 6 other Bentleys from £150).

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

1927 3-litre Red Label, short chassis with 1934 drop head foursome body by Corsica in outstanding condition throughout; £350 or would consider smaller car in part exchange.—Tid. 1031, after 7. [C4042

Bentley Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

CLARK & LAMBERT, Ltd., require

BENTLEY 1950/51 model low mileage saloon.—Trinity Place Garage, Eastbourne. Tel. Eastbourne 4660/1. [7985

PRIVATE buyer wishes to purchase 1938-9 Bentley saloon.—Tel. Primrose 2962 (evenings). [7908

BARTLETT.—Bentley saloon, 1934-36, urgently required.—27a, Pembridge Villas, W.11. [W1015

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0927/R

PRIVATE buyer offers £600-£700 for a 1935-1937, 3½-litre Bentley coupe or two-door saloon.—Box 5165. [7975

PERFORMANCE CARS, urgently require Bentley's.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

POST-WAR Bentley wanted, special body preferred; price round £2,000.—A. H. Lewis, 20, Golden Square, W.1. [7985

PRIVATE owner wishes to purchase a 3½-litre Bentley fixed head coupe, about 1936 vintage; no dealers.—Box 5166. [7977

WANTED.—Bentley, up to £2,400, subject inspection; please write details.—Bambers, Ltd., Birkdale, Southport. [8060

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

SMALL pre-war Bentley coupe required privately, good home for a well-maintained and clean car.—Please ring Ambassador 6509, evenings only. [7976

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lly 3562. [0062/R

PRIVATE buyer requires low mileage Bentley Mark VI standard steel saloon; give fullest particulars, stating lowest cash price.—Box 5149. [7917

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

MARK VI Bentley saloons or drop head coupes.—Full particulars to R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [W5011

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys or pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Tel. Western 6015. [8102

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., London, W.1. Langham 0012. [W2005

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0592/R

BENTLEY owners, it will pay to contact Buckland Body Works, Ltd., Buntingford, Herts, if you are contemplating repairs or renovations to coachwork; complete refrim, cellulosing, general attention all round, more than keen estimates; purchases considered. [7819

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines) [0624/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593/R

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0566

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [8303/0/R

B.M.W.

328 B.M.W., July 1939, engine reconditioned 9,000 miles ago, terrific performance; £575.—Axten, 6, Creswell Gdns., S.W.5. Fre. 4442. [8064

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1952 Bond Minicar, cream coachwork, red leather upholstery, mileage 850, hardly used, exchanged by owner for latest model; choice of 10 others; from 229gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOND Minicar, 1952, maroon, mileage 3,000; price £225.—Mulkern, Romford, Ingrebourne 3550. [8067

Bond Minicar Wanted

PRIDE & CLARKE, Ltd. the Bond Minicar buyers H.P. accounts settled; exchanges.—Stockwell Rd. S.W.9. Brixton 6251 [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0627/R

BRISTOL

ANTHONY CROOK offers:—

1950 Bristol type 401, black, immaculate throughout, heater, radio.

1950 type 401, with special lightweight coachwork, heater and radio, looks as new.

1950 type 402, drop head, an excellent example of this rare model.—Anthony Crook Motors, Ltd. Leading Distributors, Caterham Hill, Surrey. Tel. 2252/3. [C1063

FRAZER-NASH CARS offer:—

1952 Bristol type 401, radio and heater, as new; £2,150.

1950 (Sept.) type 401 saloon, colour black, one owner; price £1,875.

1949 Bristol type 400, fitted type 85C engine, one owner, metallic green, radio and heater, recellulosed; £1,300.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—52 Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [0296/R

BROOKLANDS.—Individuality, new and used.

1950 Bristol 402 coupe, many extras.

103, New Bond St., London, W.1. Mayfair 6351-6. [C1029

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRISTOL

400 saloon, £1,100, would take Riley, Healey, similar, part exchange.—8, Broadway, Grange Park, St. Helens 3300. [8071

1950 Bristol 401 saloon, works maintained, beautiful condition; £1,595.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [8106

1949 (Feb.) Bristol 400 saloon, beautiful condition, many extras and modifications; £1,395.—Autowork, Ltd., Winchester. Tel. 4634. [C1010

1949 (reg. 1950) Bristol 400 fitted with special 2-door saloon body, heater, radio, new engine fitted, recorded mileage 34,000; £975; exchanges.—Welwyn Service Depot, Hatfield 2178. [8028

1950 (July) 400 saloon, black, beige hide, one owner, radio, heater, 27,000 miles, works maintained, rear seat modified by makers most immaculate throughout, our price £1,500.—Moorhead Motors, Ltd., 44, Union St., Sheffield 1. Tel. 26694. [7914

1949 Bristol 400 in immaculate condition, with heater and radio and many extras; choice of 2, £1,250 and £1,200; late 1950 Bristol 401, as new, low mileage, £1,600.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. [8113

Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS, urgently require Bristol's.—Great West Rd., Brentford, Middlesex. Ealing 8641; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

£1250 cash available for small mileage Bristol 401; good condition and history essential.—Box 5141. [7918

PHILLIP FOSTER wishes to purchase late model low mileage Bristol saloon.—106, High St., Uxbridge. Tel. 1202. [8060

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

British Salmson Spares and Service

ST. JAMES' GARAGE, Cheam Rd., Sutton, Surrey, for repairs and spares; sole spare stockists.—Vigilant 2206/7. [7482

B.S.A.

225 gns.—B.S.A. Scout 1939 Series 6 10hp sports 4-seater, grey, maroon leather, new hood and side-screens, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—B.S.A. Scout late 1939 Series 6 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 4 Scouts; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144/R

BUGATTI

BUGATTI Type 57, 1939, drop head coupe, 50,000 miles, superb condition; £725.

BUGATTI Type 37 1½-litre 2-seater, first registered 1946, recent engine overhaul; £355.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

T57 S.—A rare opportunity to acquire one of these fabulous cars; £1,050.

BUGATTI coupe, 180bhp, 110mph; £1,250.—J. Lemon Burton, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0828/R

ONE of the rare type 465 Bugatti 2-door fixed head coupe, maintained regardless of expense by a Bugatti enthusiast, recent £400 overhaul; £950.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

ACRES offer:—

1938 Buick 8 double enclosed limousine, finished in black, with cord upholstery, fitted covers, this magnificent vehicle has been beautifully kept and maintained and must be a bargain at £295.

1936 Buick 30hp saloon, finished in black with brown hide upholstery, carefully used and maintained by extremely fastidious owner, the condition of this car must be seen to be believed; first £195 secures.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

1950 Buick Super 51 sedan, black, radio, heater, defroster, loose covers; £975.—Dakin, Fernlea Edge Rd., Matlock. [7996

LIMOUSINE 1937 37hp Buick, roomy 7-8-seater, recellulosed; photo, exchanges; £475.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

BUICK Super saloon, Dynaflow drive, delivered new March 1952, one owner, 31ho, black, heater, radio, screen washers, built-in reversing lights, Tyzan and silk loose covers from new, 7,500 miles, literally a brand new car.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

BUICK

1935 Buick NA series 7-passenger limousine with division, in exceptional condition; £195.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom, Molesey 6199. [C3037

EPSOM.—£175; Buick saloon, maroon, 1934 N.A. model, very low mileage, almost as new throughout, independent front suspension and 2 spare wheels; ideal hire or estate car.—The Woodcote Motor Co., Ltd., Epsom 1234. [7749

1947 Buick Super 51 sedan, radio, heater, 22,000 miles only, most beautifully kept car; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Tel. Western 6015. [8109

1949 registered Buick Sedan, immaculate throughout, l.h.d., fitted radio, heater and many extras, ex-ambassador's car; part exchange, terms arranged.—King's Autos, 725/7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

Buick Cars Wanted

JOE THOMPSON MOTORS require late model Buick cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATERS private 1937/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

7800 miles.—Cadillac "62" 4-door saloon, dark blue with grey upholstery, hydramatic, automatic radio, heater, white wall tyres, first registered December, 1950, quite immaculate.

JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [7657

1950 Cadillac 62 sedan Fleetwood trim hydromatic, radio, heater, covers, low mileage, most beautiful condition; £2,695.—Taylor & Crawley, 48, Kensington Court, W.8. Tel. Western 6015. [8110

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON MOTORS require late model Cadillac cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

OVERSEAS CARS, Ltd., offer:—

1946 Chevrolet Fleetmaster saloon, radio, heater, and loose covers, excellent condition; £675; for other Overseas car bargains see page 63.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

BROOKLANDS.—Individuality, new and used.

1950 Chevrolet Styleline de luxe 2-door saloon.

103, New Bond St., London, W.1. Mayfair 6351-6. [C1029

1950 Chevrolet saloon de luxe, right-hand drive, radio, etc., immaculate condition; guarantee given.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 (Sept.) Chevrolet Fleetline saloon, radio, heater, practically new, cost £1,950; £1,000.—Egham Motor Co., Egham By-Pass, Egham. Tel. 131 and 2954. [7836

CHEVROLET 4-door saloon, November, 1950, recorded mileage 12,000, one owner, heater, radio and all extras, loose covers, black; to all intents and purposes a new car.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Chevrolet Cars Wanted

JOE THOMPSON MOTORS require late model Chevrolet cars.—97 Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

£225.—1939 Chrysler Wimbledon saloon, excellent tyres and battery, nice condition throughout, taxed.—Roxeth Hill Motors, Harrow, Byron 2016. [7983

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. [0645/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0929/R

7-SEATERS private 1938/39 (24/28hp) Limousines required cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.
CHURCH ROAD ENG. Co. Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 572171. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R

CITROEN

DICKS.

1939 Citroen 12hp saloon, recently overhauled; £350.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1952 Citroen Light 15 saloon, 4,000 miles; £865.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50 Vauxhall Bridge Road S.W.1. Vic. 2211. [0758/R

RUSSELL MOTORS offer:—

1948 Citroen Light 15 saloon, one owner; £575; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

BOON & PORTER Ltd., Distributors.

1952 Light 15, black with beige upholstery; unregistered.—Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022

JOHN S. TRUSCOTT Ltd., for Citroen.

A WIDE choice of post-war Light 15s and 6-cyls. is usually obtainable.
ONLY the best examples are offered; prices are strictly competitive.
NEW models for immediate delivery; also many other makes.
OFFICIALLY appointed Citroen agents.
SKILLED service; spares from stock.
JOHN S. TRUSCOTT Ltd., 173 Westbourne Grove, W.11. Bay 4274. [C4035

GUY SALMON AUTOMOBILES offer:—

1952 Citroen 15 saloon, black with red leather, 3,000 miles; £875.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR, always best value.

1949 Light 15 de luxe saloon, grey, recent overhaul, superb condition; £565.
35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

H. W. MOTORS, Ltd., Citroen distributors.

1951 Citroen Light 15, one owner, specially cellulosed in opalescent green, red upholstery; £825.
1950 Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £775.
1949 Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £650.
H.W. MOTORS, Ltd., Walton-on-Thames. 2404/5/6. [C2042

H. F. EDWARDS & Co., Ltd., offer:—

£725.—1950 Citroen Light 15 saloon, sliding roof, maroon with red leather, in really delightful condition and thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2003

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, 1928, offer:—

1950 15hp de luxe Citroen saloon, black with beige leather; £795.
1947 15hp de luxe Citroen saloon, metallic green; £495.
ALSO several pre-war models available. [C4057

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5340

SACRIFICE, immaculate Citroen 15 Roadster, fast, economical. £295; details, photo.—Watford 7457. [8012

1951 Light 15, grey, 16,000 miles, loose covers, radio, thermometer, muff, 2 extra tyres, one owner; £775.—Man. 6772. [7875

1937 Citroen super modern 12 saloon, guaranteed; £185; payments.—Oldfield, 386 Kensington High St. W.14. Wes. 6631. [C3029

CITROEN

1951 Citroen Light 15 saloon, private owner, showroom condition, metallic grey; £725.—J. Wardman, 27, Flora Ave., Darlington. Tel. 3876. [7958

1938 Citroen 12 saloon, excellent order, recent overhauls at cost of £80 (receipts available), 3 months' guarantee; £225.
C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

£465.—Citroen 15 1947, exceptionally good original cellulose, sliding roof, leather upholstery, good mechanically; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1952 Light 15 Citroen; £100, extras, radio, heater, undersealed, grey, red leather, one owner enthusiast, low mileage, as new; offers over £800.—London, Fremantle 0956. [7827

745 gns.—Citroen Light 15 1951 de luxe saloon, gunmetal, sliding head, red leather, one careful owner, small mileage, original spare unused, original condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Citroen Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930/R

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

PERFORMANCE CARS, urgently require Citroen's.—Great West Rd., Brentford, Middlesex. Ealing 8841, or—
107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

H. F. EDWARDS urgently require good Citroen for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., London, W.1. Langham 0012. [W2003

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 5151-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive, trains 48-hr service. [1749

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244 Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

Citroen Spares and Service

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11. (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr, all spares stocked. [0945/R

Crossley Cars Wanted

CROSSLEY Regis saloon by Hardman, Somerford, Brewood, Stafford. Full particulars required. [7698

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler Consort, mileage 7,800, most carefully maintained, grey with red interior, usual accessories; £1,375.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

GUY SALMON AUTOMOBILES offer:—

1951 model Daimler Consort, immaculate condition; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe, black with beige leather, one owner, 10,000 miles only; £1,650.
DAIMLER 2½-litre Consort (Oct., '50), black with brown leather, radio, heater and demister; £1,295.
DAIMLER 2½-litre coupe (1948), dual green with green leather, heater and demister, most attractive; £1,050.
DAIMLER 2½-litre saloon (1950), black with green leather, radio and heater, 17,000 miles; £1,075.
DAIMLER 2½-litre saloon (1947), black with brown leather, heater, 22,000 miles; £795.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

1952 Daimler 2½-litre Consort saloon, 1,500 miles only; £1,595.
GORDON CARS (LONDON), Ltd., Gordon Hse., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

LIMOUSINE, superb swept-tail 4½-litre Straight-8. Titmus, 81, Clapham Rd., S.W.9. Reliance 1647. [7591

DAIMLER L.Q.3 20hp limousine 7-seater partition, exceptional condition; £575.—12, Weymouth Mews, W.1. Langham 1991. [7598

£1095!!!—Daimler Consort saloon, 1951, in green, fitted heater, privately owned and most fastidiously maintained.

£1195!!!—Daimler Consort saloon, 1951, later registration than above and with lower mileage, superbly equipped with latest type H.M.V. radio, heater, tailored loose seat covers, etc., most immaculate order.

£895!!!—1949 drop head foursome coupe 2½-litre Daimler, with beautifully styled bodywork of Barkers, quite immaculate in appearance, ex-property of Lond., company director and in exceptionally fine order throughout, fitted radio and heater.

£845!!!—Daimler 2½-litre saloon, very late 1949, another very exceptional specimen in dark blue with blue leather, superbly maintained by private owner.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

DAIMLER Hooper Straight Eight limousine, first registered April 9, 1947, and always maintained in immaculate condition, is available for sale at a figure of £2,500 or near offer, and photos of the car and any other information that may be required can be obtained from Messrs. Dow-Mac (Plant & Transport), Ltd., Tallington, Stamford, Lincs. [7861

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0952/R

A DAIMLER 15hp wanted, must be low mileage and outstandingly clean; trade invited; write first.—Harding, 353, Northdown Rd., Cliftonville, Margate. [7524

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Denham Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6145

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0236/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

SELBORNE, Ltd. offer:—

175 gns!!!—Delage D8 Vanden Plas tourer, in superb condition.
82, Park St., W.1. Mayfair 4733/5. [7924

D.I.S.S. 2-litre 2-seater, 30 mpg., 80 mph. engine, 4,500 miles, numerous spares and engine; £150 or offer.—Box 5139. [7921

DELAGE 1938, D.6/75 4-door Continental saloon. Crital gear box, recently passed out distributors; £595; unbelievable condition.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Delage Spares and Service

SELBORNE (MAYFAIR) Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts supplied.—62, Park St., W.1. [0659/R

DELAHAYE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELAHAYE

DELAHAYE 3½-litre 1952 show model foursome drop head, pale grey coachwork, pale blue leather hood and upholstery (5,000 kilos only), list price £3,975; all reasonable offers considered, cash, terms or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

DE SOTO

EDLIN MOTORS offer:—

RIGHT-HAND-DRIVE De Soto de luxe (Chrysler Group) 1947 saloon, fluid drive, radio, heater, traffic blinkers, etc., 29hp, 22 mpg, grey with blue upholstery, fully streamlined, bargain; £795, or terms.—65, Coldharbour Lane, Hayes, Middx. Tel. Hayes 2121. [7925

D.K.W.

D.K.W. 1939 cabriolet, F.8 model, rack and pinion steering, 11,000 miles since new, 16in wheels.

D.K.W. cabriolet 1938, complete mechanical overhaul, resprayed in crimson, re-upholstered in Tartan check, new 16in wheels and Goodyears, Lucas lighting equipment, twin stop-tail lights and twin horns, a really beautiful specimen

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. 1939 Master Cabriolet, recently fitted reconditioned engine, gear box, new carb., battery revived; seen S.W. area; £140 or offer.—Box 5086. [7657

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Cars Wanted

7-SEATERS private 1948/59 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors Hadleigh Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0562/R

DYNA-PANHARD

1951 Dyna-Panhard 750cc saloon, low mileage, perfect condition; opportunity to acquire very rare, economical and fast car for £745.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

FERRARI

1952 model 4.1 Ferrari America with 4-seater saloon body by Ghia of Turin (first registered 7/5/52), finished in royal blue and silver grey; this car has done 8,000 miles only in skilled hands and the whole car is in spotless condition throughout; this car cost approximately £9,000 in March.—Offers to Box 4843. [7255

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

500 model, 1939, 2-strs.; choice of three.—Fox & Nicholl, Ltd. Derwent 1122. [C2013

1938 1,100cc pillarless saloon; £185.—S. & S. Motors, Bayswater 1644. [8017

1939 500cc, in beautiful condition; £265.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [8112

1938 Fiat 500 coupe, immaculate condition; £195; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122. [C3055

FIAT 15, 1948 saloon, pillarless model, recently overhauled, splendid running condition; £580; view by appointment.—Flaxman 9125. [8079

1940 model 1,100cc pillarless saloon, one owner, Laystall overhaul, exceptional condition; £355.—Southern Autos, Dover. Dover 1232. [8085

500cc, a rebuilt 2-seater convertible, 1937 model, but in faultless condition; £245.—11, Aldenham Ave., Radlett. Tel. 6929 (after 7 p.m.). [7994

FIAT 500 1938 coupe, reconditioned engine, fine condition throughout, smart, blue/cream body, taxed, insured; owner/enthusiast emigrating; sacrifice at £245, including £20 extras.—Pop. 5561, evenings. [8073

295gns.—Fiat 1500 late 1938 4-door pillarless saloon, black, fawn leather, oversize tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FIAT 500 de luxe, 1939, engine and cooling system completely overhauled recently, new battery, black silver d/h coupe, excellent condition, seat covers, various extras, economical car carefully maintained; reason for sale, delivery new car; £295.—Baker, Portway, Beaconsfield (911). [7998

FIAT

MAYFAIR GARAGES, Ltd., aim to give the finest A1 value possible in used Fiat cars, and always carry a very large selection of guaranteed models in stock at competitive prices.—Below.

MAYFAIR GARAGES, Ltd.—1951 model 500C coupe; £595.—Below.

MAYFAIR GARAGES, Ltd.—1947 1100 108C saloon; £495.—Below.

MAYFAIR GARAGES, Ltd.—1940 1500 Italian drop head foursome; £595.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508C convertible; £395.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508C saloon; £295.—Below.

MAYFAIR GARAGES Ltd.—1947 500 convertible coupe; £395.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 supercharged coupe; £295.—Below.

MAYFAIR GARAGES, Ltd.—1940 500 left-hand drive coupe; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 coupe; £285.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 coupe; £150.—Below.

MAYFAIR GARAGES, Ltd.—All above carry 3 months' guarantee and can be driven away on hire purchase initial deposit of one-third above prices.—Below.

MAYFAIR GARAGES, Ltd., invite you to inspect or send for price list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-12. [C3009

Fiat Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933/R

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

PERFORMANCE CARS urgently require Fiat's.—Great West Rd., Brentford, Middlesex. Ealing 6841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

H. P. EDWARDS urgently require good Fiat for immediate cash; distance no object.—Details please, to 200, Gt. Portland St., London, W.1. Langham 0012. [W2003

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England) Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

REPAIRS.—Reconditioned guaranteed suspensions (1100, 1500, pair usually £24); gear boxes, shock absorbers; parts.—10, Winchester Mews, N.W.3. Prim. 6159. [0789

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensee for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0136/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104/5. Open 9-6; Sats. 9-12. [0832/R

FORD (8 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, Gallay heater, reconditioned engine, overhauled brakes and front axle, first-class car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947 Ford 8 Anglia saloon, 26,000 miles only, one careful owner from new, 40mpg, reconditioned engine fitted at 20,000, nearly new tyres, taxed Dec., '53; 529gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Anglia saloon, black, 15,000 miles; £450

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

FORD (8 h.p.)

SLOCOMBES, Ltd., Willesden 4869.

1939 (registered 1952) 8hp saloon, in black with green leather, a very clean and tidy example with a reconditioned engine very recently; £255; A.A., R.A.C. inspection welcomed; part exchanges and insured easy terms with pleasure; see also our Austin 10 and Morris 8 advertisements.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10.

ALLAN TAYLOR MOTORS, Ltd., offer:—

1945 (Dec.) Ford Anglia saloon; £285.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7728

W. J. BROWN, Ltd., Used Ford Specialists.

1952 Ford Anglia saloon, black, beige upholstery, 10,000 miles; £435.

1946 Ford Anglia saloon, black, taxed; £275.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Ford 8 Anglia; £245.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2036

1934 Ford 8 reconditioned engine; £95; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

FORD 8, 1938 model, 2-door saloon, taxed to March, 1953; £125.—Cheeseman & Edwards, Caterham 1056. [7685

345gns.—Ford Anglia late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

275gns.—Ford Anglia 1947 saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

245gns.—Ford Anglia (October, 1946) saloon, fawn, excellent condition, choice of 7 Anglias; terms, exchanges.—Rowland Smith, below.

195gns.—Ford 8 1939 de luxe saloon, blue, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Ford Anglia saloon, one owner, many extras, first-class condition; £410.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

1939 Ford 8 de luxe saloon, good, £185; also 1938 at £165; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

5000 miles.—1950 Anglia saloon, colour black, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£385.—1949 Anglia, black with brown upholstery, 19,000 miles, kept as new; terms; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1938 Ford 8 de luxe saloon, good tyres, in excellent condition throughout, taxed; £165.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models [0576/R

1946 Ford Anglia, black, red upholstery, reconditioned engine, one owner, guaranteed; £285; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3054

1951 Ford Anglia saloon, green, sole owner, immaculate condition, absolutely brand new; £450 o.n.o.—Tiber, 82a, Frindsbury Rd., Frindsbury, Rochester. 9.30-5.30 Maidstone 4450. [7961

TANKARD & SMITH, Ltd., offer 1949 Ford Anglia saloon black with red upholstery, one careful owner from new, many extras, a beautiful specimen; £350.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black/brown leather, low mileage, one owner, £419; 1950 beige/brown leather, one owner, £369; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [7691

TANKARD & SMITH, Ltd., offer 1952 Ford Anglia saloon, green with brown upholstery, one owner, speedometer reading 8,000, immaculate; £450; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

£465!!!—Ford 8 utility, Martin Walter type, cost new £650, speedometer reads 5,000, but whole vehicle looks and runs like new, below; £299!!!—1947 Ford 8 saloon, spotless condition, choice of 2 others, below; £225!!!—1939 Ford 8, choice of 2, excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

Ford Eight Cars Wanted

C.M.

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934/R

FORD 8 saloon required, Prefect considered; about £150.—Durngate House, Winchester. [W1010

WHY accept less for your Ford Anglia saloon when you get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [W2008

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 10hp Prefect saloon, grey, cloth, loose covers, reconditioned engine and new tyres recently fitted, good condition throughout.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

NEWNHAME, Ltd.

1949 Ford Prefect saloon, excellent condition, one owner; £435.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4262 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp Bus Depot). [0100/R

B. J. HUNTER, Ltd., offer:—

1951 Ford 10 Prefect saloon, fitted heater, really as new; £495.

1949 Ford Prefect saloon, low mileage, numerous extras, definitely unmarked; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [C2040

GATEHOUSE MOTORS offer:—

1949 Ford Prefect saloon, 19,000 miles, one owner, showroom condition; £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £565.—102, London Rd., Kingston-on-Thames. Tel. 3348. [6508

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Prefect, black/red, 4,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

CHARLES FOLLETT, Ltd., offer:—

1950 (Sept.) Ford Prefect 4-door sal., beige with beige leather upholstery, heater, one owner, really exceptional condition throughout, guaranteed; £525.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT Ltd., offer:—

1950 (November) Ford Prefect saloon, black, 4,000 miles, £525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Ford Prefect saloon; £375.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7729

W. J. BROWN, Ltd., Used Ford Specialists.

1951 Ford Prefect saloon, black, brown leather upholstery; £475.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Prefect, green/cloth, 5,200; £525.

1951 Ford Prefect, green/beige hide, radio, loose covers, etc., £60 extras, 5,800; £565.

1950 Ford Prefect, black/hide, recon. engine, 24,000; £475.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford S.E.6, Hither Green 4821. [C1066

1946 Ford 10 Prefect saloon, black and red hide, one titled owner; £320.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [7582

1947 4-door Ford 10 saloon, black, good tyres, sweet runner, bargain; £275.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1951 Ford Prefect; £480.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8034

1952 (November) Ford Prefect saloon, 2,000 miles, leather trim; £575.—Ernest Sutton, Weybridge 600. [C4025

1950 Ford 10hp, one owner, 9,000 miles; £485.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

1951 Ford Prefect saloon, blue, leather, mileage 9,000; £515.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054

1949 Ford Prefect saloon, black, radio, loose covers, excellent condition; £385.—Reys Motors, Ltd., 73, Albany St., N.W.1. Euston 6994. [8049

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

FORD (10 h.p.)

345 gns.—Ford Prefect late 1947 saloon, black, Lucas park light, Coronet loose covers, excellent condition; terms, exchanges.—Rowland Smith, below.

465 gns.—Ford Prefect (December, 1950) saloon, pastel green, fawn leather, one careful owner, small mileage, good tyres, spare unused, exceptional condition; taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford Prefect (October, 1949) saloon, black, red leather, radio, one careful owner, excellent condition; choice of 5 Prefects; terms, exchanges.—Rowland Smith, below.

175 gns.—Ford 10 1938 4-door saloon, black, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Ford Prefect saloon, black, leather upholstery, 12,500 miles, spare unused, indistinguishable from new; 5 months' guarantee; £525.

1951 Ford Prefect saloon, beige, leather upholstery, recorded mileage 20,409, excellent order; 5 months' guarantee; £475.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 (September) Ford Prefect saloon, 3,000 miles only; £545.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom, Molesey 6199. [C3037

1951 Ford Prefect saloon, black, fawn leather, one owner, 17,000 miles, good tyres, showroom condition; £525.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2038

1949 (Sept.) Ford Prefect saloon, leather, one owner, carefully used, immaculate appearance; £425.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

1950 (October) Prefect, green, leather, one owner, 6,000 miles; £445; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

A BRAND new reconditioned engine just fitted to this '39 maroon Prefect, with loose covers, etc.; £235; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£445.—Ford Prefect, June, 1949, black, leather, one owner, 22,000 miles only, exceptionally good; exchanges, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3725

1951 (June) one owner Ford 10 Prefect saloon de luxe, grey, under 12,000 miles, fitted loose covers, heater, twin mirrors, concealed anti-thief device, electric clock, reversing lamp and Notek spot lamp, as new throughout; £495.—Garage Service Co., Ltd., 1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

Ford Ten Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R

WHY accept less for your Ford Prefect saloon when you get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [W2008

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0935/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Ford Prefect saloons from private owners.—Write details or tel. Bradford 41337. [6826

FORD CONSUL

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, loose covers, undersealing and many other extras, superb condition, 11,000 miles.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Consul, opal blue/hide, radio, heater, 15,000; £685.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1952 Ford Consul, fitted extras; £695.—Cyril Sheppard of Reading, Sonning 2546. [8055

1951 Consul, grey, 13,000 miles, leather, heater, other extras, superb condition throughout; £650.—St. Albans 6653. [7911

1952 Ford Consul saloon, black, leather, heater, radio, exceptional condition; £715.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

1951 Ford Consul, grey radio heater covers, leather upholstery, one owner, low mileage; £675.—Jack Pozner (Autos), Vauxhall Ave., Hendon 1425/4. [C3065

BARGAIN £650!!!—Ford Consul saloon, pale green, tyres, mechanical condition excellent, heater, first registered September, 1951; carefully maintained, loose covers fitted.—Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 72950. [8092

FORD ZEPHYR

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Zephyr saloon, green, leather upholstery, one owner.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

JACK ROSE, Ltd., offer:—

1952 Ford Zephyr, almost as new, loose covers, low mileage, open to any examination; accept £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

WARWICK WRIGHT, Ltd., offer:—

1952 Ford Zephyr saloon, black, radio and heater, 4,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Zephyr, green/hide, radio, heater, 20,000; £750.

56, Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1953 model Zephyr, black, 1,200 miles, leather, heater; £825.—Mansfield Autos, Ltd., Euston 2587. [C3001

1951 (July) Ford Zephyr, hide, radio, heater, etc., moderate mileage, immaculate; nearest £675.—Box 5142. [7919

1952 Ford Zephyr, 3,000 miles, as new; £795.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 550. [5798

FORD Zephyr 1951 de luxe saloon, olive green, leather upholstery, heater, radio, perfectly maintained; £650.—Invicta Motor Co., Ltd., Canterbury. Tel. 5151. [7845

1500 miles.—1953 Zephyr saloon, radio, heater, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloon, black, leather, 24,000 miles, one owner, genuine car.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

OVERSEAS CARS, Ltd., offer:—

1951 Ford Pilot saloon, green, perfect condition, £565; for other Overseas car bargains see page 63.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

1937 Ford V.8 30hp drop head coupe, very good condition; £150.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [8047

FORD V 8 91A saloon (column gear change), in excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

GUY ALFREDS & Co., Ltd.—1950 Ford Pilot (1953 condition), privately owned.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 Ford Pilot, black with beige leather upholstery, heater and radio, loose covers, unmarked inside and out; £495.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7587

1949 Ford Pilot saloon, black, brown leather, radio and heater, twin spotlamps, etc., guaranteed, £475; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7067. [C3034

1949 Ford Pilot, fitted loose Regency covers, radio and heater, reconditioned engine, excellent condition throughout; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045/1

1948 (November) Pilot V.8 saloon, black, leather upholstery, radio, heater, mileage 35,000, immaculate condition, regular monthly maintenance by main agents; £375 or first nearest offer.—140, Wales Farm Rd., Acton, W.3, or ring Caulkett, Acorn 5641. [7939

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936/R

UTILITY—FORD OR OTHER BODIES

FORDSON 10 utility, 1951, 6,000 miles, one private owner; £495.—Tel. Welbeck 2637. [8065

295 gns.—Fordson, late 1947 8hp Martin Walter Utilecon estate car, black, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford Prefect 1939 4-door 6-seater utility, natural timber body, sliding glass windows, drop tailboard, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY—FORD OR OTHER BODIES

1948 (September) Ford 10 Martin Walter Utilecon, one owner, exceptional condition; £395.—Jacquier, Ltd. 225-7, Hammersmith Rd., W.6. Riverside 6677-8 [C2043

TANKARD & SMITH, Ltd., offer 1948 Fordson 10 Utilecon, beige with black upholstery, moderate mileage, excellent condition throughout; £575; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0957/R

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Ot. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

Ford Miscellaneous Cars Wanted

RSROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0958/R

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 579, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W5042/R

SLOCOMBE'S Ltd. Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—38/52 Dudden Hill Lane, N.W.10. [W4017

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0623/R

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage Ford cars.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0538

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St. Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts

VANDYKE 4453 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers; service and all spares. [0093/R

F. H. PEACOCK, Ltd. Ford main dealers, comprehensive stock of spares for all Fords and Fordsons, genuine Enfo recondition engines, 8, 10 and 30hp always available from stock.

219 221, Balham High Rd., S.W.17. Tel. Balham 4401; also at Foord Rd., Folkestone 51222. [0406/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—V. J. Reynolds (Motors) Ltd. Main Ford and Fordson Distributors, Ford House New Rd., Dagenham. Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1136. [C3062/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0959/R

FRAZER NASH-B.M.W.

DICKS.

1939 Frazer Nash-B.M.W. drop head coupe, very fast and attractive; £450.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1946 (registered) type 328 2-seater; £695.

1938 type 326 4-seater cabriolet; £450.

1938 type 320 4-seater cabriolet; £395.

1938 type 320 chassis only, completely overhauled (£150 spent); £200.

FRAZER-NASH CARS, Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

BARTLETT.—Frazer Nash-B.M.W.—327/80, coupe; £650.—27a, Pembridge Villas, W.11. [C1013

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BM.W.-Frazer Nash Type 45 2-seater drop head cabriolet, in good condition throughout; £195.—Enterprise Garage, Sturry Rd., Canterbury. Tel. 4285. [7798

£444!!!—Magnificent Frazer Nash-B.M.W. type 320, 2-door 5-seater saloon, owned by enthusiast, maintained spotlessly throughout, fitted heater; this vehicle is exceptional and only wants seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

FRAZER NASH type 328 B.M.W. 1939, Grand Prix 2-seater, triple S.U.s, cream and blue full all-weather equipment, two leading shoe front brake conversion; the whole car in beautiful condition; £795.—The Flat, Peacehaven, Brixham, Devon. [7469

FRAZER NASH-B.M.W.

225 gns.—Frazer Nash-B.M.W. 1936 2-litre type 55 foursome drop head coupe, green, green leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

FRAZER NASH-B.M.W. Type 329, 1938 series, 2/4-seater coupe, black and silver, beautiful car, exceptional condition, good mpg., made as new in 1952 (bills £250, details given), automatic lubrication, Rotoflos, oilcoil, etc.; July value £700, now £325; private sale.—22, Norfolk Ave., Cleveleys, Near Blackpool. [7964

Frazer Nash-B.M.W. Cars Wanted

BARTLETT, the Frazer Nash-B.M.W. Specialists, 27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers. —Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

Frazer Nash-B.M.W. Spares and Service

REPAIRS.—Reconditioned guaranteed gear boxes, shock absorbers, parts.—10, Winchester Mews, N.W.3. Prim. 2647. [0790

HEALEY

MCKINNON MOTORS, Ltd., offer:—

1952 (April) Healey Tickford saloon, F type chassis, bronze with red leather, Tartan loose covers, H.M.V. push-button radio, taxed Dec. 51, 1953, one owner, 16,700 miles only, in impeccable condition; £1,295.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

BROOKLANDS. Healey distributors, London and Home Counties. "Still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott d.h. coupe, many extras.

1950 Healey Silverstone sports 2-seater, extras.

1949 Healey Silverstone, many extras.

BUY or Sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Healey Silverstone 2-seater, red with new hood and many extras, carefully maintained; £650 for quick sale.—Bourne, Roche Hill, Bury Rd., Rochdale. [7654

1951 Healey Tickford saloon, heater, twin spot lamps, polychromatic blue, one owner, immaculate; £975.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

Healey Cars Wanted

BARTLETT.—Healey Elliott saloon urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS, urgently require Healey's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

1951/1952 Healey Abbott or Tickford; any offers of other super sports 2/4-seaters; offers in exchange 1951 Sunbeam-Talbot saloon.—16, Elm Tree Ave., Esher, Surrey. [7900

HILLMAN 10

ACRES offer:—

1952 Hillman Minx, finished in black with brown leather upholstery, heater and radio, speedometer reading 8,000 miles, undoubtedly genuine, beautifully kept and maintained as brand new; bargain at £695.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists

1948 Hillman Phase II saloon, beautifully maintained and carefully driven by one owner, coachwork and interior in immaculate condition, new battery and tyres; 399gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

1949 Hillman 10hp saloon, Phase III, guaranteed; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

RUSSELL MOTORS offer:—

1950 (December) Hillman Minx P.IV coupe, 17,000 miles; £625; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE) Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

CAMDEN MOTORS.—Hillman saloon de luxe, 1951, blue, blue leather, immaculate order, nominal mileage; £625.

CAMDEN MOTORS.—Hillman Phase II saloon de luxe, 1948, steering column gearchange, practically new tyres, leather interior; £345.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

HILLMAN 10

WARWICK WRIGHT, Ltd., offer:—

1952 Hillman Minx Mark V saloon, blue, 6,000 miles; £695.

1952 Hillman Minx Mark V convertible coupe, blue, 400 miles; £695.

1950 Hillman Estate car, Morland grey, 16,000 miles; £595.

1951 Hillman Minx Mark V black saloon, 15,000; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1939 Hillman Minx drop head coupe, black, mechanically sound throughout; £225.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1951 Hillman Minx drop head coupe, black, red leather, one owner, immaculate condition; £695.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 3952. [3052

1950 Hillman Minx saloon, green; £500.—Jack Olding & Co., 8, North Audley St., London, W.1. Mayfair 5242. [C3030

1938 model Hillman Minx saloon; £100; taxed.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [6646

1952 Hillman Minx saloon, green, as new; £645.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0521-2. [C3040

£335!!—1947 Hillman Minx drop head coupe, in nice condition.—Vandervelts, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1952 Hillman Minx coupe, black, 4,180 miles, immaculate, present owner; price £650, or offer.—Tel. 2144 Lofthouse Gate [6858

1949 Hillman Mark III saloon, black, excellent condition; £500.—Ingram Sandle & Co., Ltd., Gillingham St., S.W.1. Vic. 4566. [7587

1952 (April) Minx drop head coupe, black, 5,000 miles, immaculate; £640 or offer.—Wilson, 8, Wellington Walk, Westbury, Bristol. [7576

1948 Hillman 10 d/h coupe (Dec. delivery), black; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1952 (September) Hillman Mark V saloon, 3,200 miles; also 1952 (January) d.h. coupe, 5,900 miles.—Ernest Sutton, Weybridge 600. [C4025

1950 Hillman Minx saloon, black with brown leather, well-maintained; £525.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1951 Hillman Minx drop head coupe, grey with red leather, carefully used; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1939 Hillman Minx 4-door saloon, recent overhaul and respray, very nice condition; £250.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2078

1952 Hillman Minx drop head coupe Phase V, 5,000 miles, as brand new; £685.—Scott Cars, 547, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1951 Minx, May, 11,700, all extras, brought up to 1952 specification; exchange for similar convertible.—Woolley, 134, Oldham Rd., Grasscroft, Oldham. [7874

1947 de luxe saloon, blue, blue interior, 10,000 miles on reconditioned engine, particularly well maintained car; £375.—Robbins, East Putney. Tel. 4581. [6099

1947 (July) Hillman Minx drop head coupe, black, brown leather, 21,000 miles, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1953 Hillman Minx saloon, 700 miles only, vehicle as new; accept £695.—S. G. Smith Motors, Ltd., 285-287, Rye Lane, Peckham, S.E.15. New Cross 0460. [8014

NAYLOR & HOOT.—1951 Hillman Minx Estate Car, duo grey, 12,000 miles, excellent value; £635; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1938 Hillman Minx de luxe saloon, blue, recellulosed reconditioned engine, new battery, splendid condition throughout; £250.—Campbell, 68, Park Avenue, Bromley, Kent. [7960

1951 Hillman Minx Mark IV, low mileage, one owner, in superb condition, colour black; bargain £575.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

£535!!!—1950 Series Phase IV Hillman Minx de luxe saloon, beautiful bodywork, spotless interior; £20 worth of extras; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

£350.—1947 Hillman Minx de luxe saloon, very well maintained, coachwork unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C3031

1948 (Dec.) Hillman drop head coupe, Phase II, 18,000 miles genuine, one owner; only £450. —Peter Bastock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1950 (October) Hillman Minx Phase IV black saloon, 18,000 miles, wireless, heater, chauffeur maintained; £525.—Apply Chauffeur, Bellasis House, Dorking. Betchworth 3339 [8029

1951 Hillman Minx Phase 4 drop head coupe, black with red upholstery, total mileage 7,200, spare unused, indistinguishable from new, taxed for year; £575. —R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

345 gns.—Hillman Minx 1946 de luxe saloon, grey, sliding head, blue leather, Ace discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WALTER SCOTT, Ltd.—1947 series Hillman Minx saloon, grey, heater and other extras, mechanically excellent, appearance as new; bargain, £345; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

HILLMAN 14

195 gns.—Hillman 14 1939 de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HILLMAN 21

1937 Hillman 21hp sportsman's saloon, maroon, good tyres, 100% mechanically and body; £175.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

HILLMAN MISCELLANEOUS

GUY ALFREDS & Co., Ltd.—1937 Hillman limousine, blue/blue leather, one private owner since new.—6-7, Warren St., W.1. Euston 3268. [C1005

Hillman Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

RSR

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0941/R

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ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. ((Central 8411.)

MANCHESTER.—129 Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—38/52, Dudden Hill Lane, N.W.10. [W4017

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CASH buyers of good Hillman Minxes; distance no object.—Hattons, Lord St., Southport. [0792/R

PHASE V Minx wtd., very low mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6174

PRIVATE buyer seeks good 1948 low mileage Minx.—10, Uxendon Hill, Wembley Park, Arm. 7585. [7845

GOOD saloon wanted.—Traynor Motors, Ltd., Tel Grangewood 2530, or 135, High Street South, E.6. [W4052

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Hillman Minx saloons from private owners.—Write details or tel. Bradford 41337. [6528

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., London, W.1. Langham 0012. [W2003

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 190, 194, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd. Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0577

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge S.E.13. Lee Green 6585. [0720/R

GEARS, parts.—Reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [026l

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage Ltd., 105-7, Longbridge Rd., Barking. Tel Ripplewy 1285. [0438/R

Hispano Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

1939 Hotchkiss 10 Cabriolet, front wheel drive, fitted latest type Ford 10 engine, in really fine order and extensively modified, paintwork as new; £325.

H. W. MOTORS, Ltd., Walton-on-Thames 2404/5/6. [C2042

CASS'S MOTOR MART.—1939 Hotchkiss 3½-litre Speed model saloon, gunmetal, recent engine overhaul, superb, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

HOTCHKISS 10hp d.h. coupe, splendid performance; reasonable offers cash, terms, or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel Kensington 6642 (5 lines). [S3047/R

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

H.R.G., 1949, 1500, B.R.G. heater, twin spare wheels, demister, windscreen washer, Telecontrols, recent overhaul includes new pistons, all bearings, clutch, rear springs, battery, bills shown, must be seen; £750.—Tel. Radnage (near High Wycombe) 383. [7992

H.R.G. Cars Wanted

REQUIRED immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

H.R.G. Spares and Service

CHARLES FOLLETT Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE. Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

£225.—£75 deposit, 1939 Hudson Countryclub 22hp 4-door black saloon, leather interior.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 Hudson 6-cylinder saloon, right-hand drive, radio, heater, covers, immaculate; £1,195.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [8106

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0661/R

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0425/R

GEARS, parts.—Reconditioned guaranteed gear boxes, suspensions, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0455

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

ACRES offer

1951 (Feb.) Humber Super Snipe, finished in bottle green with light fawn leather upholstery, heater and radio, speedometer reading 8,000 miles undoubtedly genuine, beautifully kept and maintained by an extremely careful owner and is indistinguishable from brand new; first £950 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater, 1,000 miles; £1,095.

1950 Humber Hawk saloon, 8,000 miles; £685.

1949 Humber Pullman limousine, radio, heater, guaranteed; £925.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III limousine, black, 1,000 miles only; £400 below list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GUY SALMON AUTOMOBILES offer:—

1952 (October) Humber Super Snipe, 3,000 miles; £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HUMBER

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Pullman limousine, black, radio and heater, 5,000 miles; £1,345.

1952 Humber Hawk 16hp saloon, blue (heater), 7,000 miles; £975.

1951 Humber Hawk 16hp saloon, black, 6,000 miles; £895.

1951 Humber Super Snipe 27hp saloon, black, 15,000 miles; £950.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1950 (December) Humber Hawk, black, heater, 10,000 miles, first-class condition; £800 or nearest.—Box 5128. [7996

1950 model, registered late 1949, Humber Super Snipe, Tygan covers, heater, 17,000 miles, grey, excellent condition; £725.—Lee Green 8973. [7906

GUY ALFREDS & Co., Ltd.—1950 Humber Super Snipe (1951 features), privately owned, director's car.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 Humber Hawk saloon, black with brown leather, most attractive; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949 Humber Super Snipe saloon, black with brown leather, well-maintained; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1948 Humber Snipe saloon, nominal mileage.—Arlington Motor Co., Ltd., High Rd., Waltham Cross. Tel. Waltham Cross 2769. [7890

1952 (Aug.) Humber Super Snipe saloon, 4,000 miles, finished Alpine mist, beige leather, heater, radio; taxed year; perfect car; £1,150.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3565. [7581

1951 Humber Super Snipe touring limousine, chauffeur driven since new, fitted with heater, spotlights and loose covers, in perfect condition throughout; £885.

BEDFORD MOTOR WORKS, Ltd., 85-87, Dulwich Rd., London, S.E.24. Brixton 4242. [7931

CASS'S MOTOR MART.—1948 Humber Snipe saloon, black, radio, genuine 22,000 miles, unblemished; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1951 Humber Hawk saloon, black, immaculate condition, one owner; £775.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C5014

1952 (July) Humber Super Snipe de luxe, 5,000 miles, radio, s/covers, etc., attractive price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

£265.—1940 Humber 16 de luxe saloon, first registered Nov., 1944, spotless condition throughout; terms and exchanges.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2685-6. [C1088

1951 Humber Super Snipe, black/brown hide, heater, loose covers, one owner, 2,000 miles, as new; £1,115.—J. Davy, 180, Kensington High St., W.8. Western 9641 & Kensington 1108. [C1069

SUPER Snipe 1951 model, registered (December) 1950, radio, heater, windscreen washer, loose covers, very nice condition; £725 o.n.o.—R. Hardy & Son, 59, Marylebone High St., W.1. Wel. 1101/3. [7594

1939 Humber Pullman, 7-seater limousine, black, fawn upholstery, winding divisions, face-forward occasionals, excellent tyres, immaculate condition throughout; £375.—Tel. Wim. 5019. [8075

CAMDEN MOTORS.—Humber Pullman Mark II 7-passenger limousine, 1950, superb low mileage model, one owner and taxed privately since new, special all-leather upholstery front and rear, twin heaters, radio, separate parking lamps, etc.; £1,145.

CAMDEN MOTORS.—Humber Pullman Mark II 7-passenger limousine, 1949, steering column gearchange, fitted radio and heater, widest face forward occasionals, etc.; £995.

CAMDEN MOTORS.—Humber Pullman 7-passenger limousine, first registered December, 1946, black, brown interior, recently fitted new tyres, exceptional opportunity; £495.

CAMDEN MOTORS.—Humber Mark V 16hp Hawk saloon, 1951, black, brown leather, fitted heater, nominal mileage; £675.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

1950 Super Snipe, grey, perfect condition, one owner, chauffeur kept, 45,000 miles, tyres very good, fitted Radiomobile, heater, screen washer; £700.—Tasker, Downs Edge, Bristol, 9. [8076

£245!!!—Outstanding Humber 12 de luxe saloon, one of those rare and outstanding motor cars that all your friends will rave about, spotless bodywork, magnificent interior; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2052

1950 (June) Humber Hawk, black with brown leather, one owner, mileage 19,000, maintained regularly by Humber dealers since new, taxed year; £650.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C5011

A & S (Fifty Limousines—Lists Posted) 1939, partition, 7-forward, black, private, certified mechanically selection-£595. Below

LIMOUSINES, 1948, partition, forward occasionals, wonderful condition throughout, genuine low mileages, privately owner, selection-£645.

HEARSE 1952 6-bearer Deluxe Coachwork, exclusive lavish equipment, bargain value (illustrated brochure despatched).

1951 private Limousines, partition, also Imperial Saloons, forward occasionals, mileage negligible, selected carriages, reasonable cost. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941 [C1006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1 Euston 1212. [0872/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 5555.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0106/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

R. C. WIMBUSH, Ltd.,

URGENTLY require late model Pullman limousine and 1951 Hawk.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., London, S.W.5. Fremantle 8401. [W4056

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [W3044/R

H. F. EDWARDS urgently require good Humber for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., London, W.1. Langham 0012. [W2003

1949-51 Phase II Humber Pullman limousines wanted for cash.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [7588

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0066/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35 Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

GEARS, parts.—Reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0378

BARKING.—For full stocks of spares and genuine service for Humber owners come to Albon's Garage, Ltd., 105-7 Longbridge Rd., Barking. Tel. Rippleway 1285. [0464/R

JAGUAR

HHENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7643).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS Ltd., England's Leading Motor Agents. [0027/R

ACRES offer:—

1951 Jaguar XK120 roadster, finished in black, red leather upholstery, boots of extras, including heater and radio, speedometer reading 16,000 miles, undoubtedly genuine, recently fully modified by makers; first £1,150 secures.

1950 Jaguar Mark V saloon, finished in ivory with grey leather upholstery, heater and radio, low mileage carefully used and maintained, must be seen and driven to be appreciated; first £875 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, and at 10 and 11, Asco Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

CAR MART, Ltd.

1950 Jaguar Mark V 2½-litre saloon, guaranteed, £875.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1027

JAGUAR

ROSE & YOUNG, Ltd.

1952 Jaguar Mark VII saloon, 6,000 miles only, H.M.V. radio, whole car as new, grey; £1,595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

NOEL ROSCOE offers:—

XK120 1951 model, one of hand-assembled cars bearing bronze plaque, not to be confused with ordinary production job, genuine 130mph, faultless condition; £1,100 or exchange.—High Rd., Byfleet, Surrey. Tel. 270. [C5062

JACK ROSE, Ltd., offer:—

MARK V 3½-litre Jaguar saloon in grey, one careful owner, low mileage, appearance almost as brand new inside and out, smarter than the average '51; accept £885. Also 1947 1½-litre Jaguar saloon, almost spotless in silver grey, with special equipment, one careful owner; accept £510.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C5056

B. J. HUNTER, Ltd., offer:—

1951 Jaguar Mark VII saloon, low mileage, one owner, fitted all conceivable extras; £1,575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

H. BEART & Co., Ltd., offer:—

1938 Jaguar 3½-litre drop head coupe, finished in black with brown leather upholstery in much above average condition throughout; £395.—102, London Rd., Kingston-on-Thames. Tel. 5348. [7765

H. BEART & Co., Ltd., offer:—

1940 model Jaguar 2½-litre saloon, black with red upholstery, fitted radio, engine recently completely overhauled and whole car in superb condition throughout; £375.—102, London Rd., Kingston-on-Thames. Tel. 5348. [8050

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed; £975.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1947 Jaguar 3½-litre special equipment saloon, finished in black, one owner, 24,000 miles only; £585.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1019

JAGUAR, drop head, green, Mark V, 1951, in excellent condition; £1,300.—Tel. Riverside 5895. [7880

1952 Jaguar Mark VII saloon, black with brown leather, 14,000 miles only; £1,650.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4006

1947 1½-litre Jaguar saloon, black, brown leather upholstery, excellent condition; £575.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1950 Mark V Jaguar saloon, black, brown leather, 11,000 only, radio, heater; £935.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

£325.—Jaguar 1½-litre 1939 d/h coupe, in exceptional original condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube); exchanges, h.p. [C1017

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0081/R

1938 Jaguar 3½-litre saloon; £225.—The Wokingham Motor Co., Ltd., Finchhampstead Rd., Wokingham 580. [7862

1950 Jaguar Mark V 3½-litre saloon, black, heater, perfect condition; £850.—Box 4989, or Princes Risborough 388. [7666

XK120 1951, black, genuine 5,000 miles, as new; £1,175.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821. [C5040

UNUSED XK120, blue, 1,000 miles; £1,275.—Miss Hardie, Briar Dene, Higher Lane, Rainford, St. Helens, Lancs. Tel. 206 Rainford. [7625

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

PRIDE & CLARKE, Ltd.—1948 Jaguar 3½-litre saloon, grey/brown leather, heater, radio, extras; £449; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7892

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1951, in attractive Jaguar green, fitted very efficient heater, similar body styling to post-war example, superb performance; £275.

CAMDEN MOTORS.—Jaguar 1½-litre foursome drop head coupe, 1939, grey, blue leather interior, fast and very attractive car throughout; £345.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, a genuine one owner car since new, original log book to hand, whole condition very much above average; £345.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1946, another genuine one owner car in black with brown leather, very much lower mileage than usual; £495.

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

JAGUAR

1949 Mark V Jaguar 3½-litre saloon, new condition; also 1948 series 3½-litre saloon, excellent.—Autowork, Ltd., Winchester. Tel. 4634. [C1010

1940 3½-litre Jaguar, black with upholstery to match, whole car has appearance of post-war Jaguar; £350.—Cyril Sheppard of Reading. Sonning 2346. [8054

1951 Jaguar Mark V saloon, black, brown leather, radio and heater, 25,000 miles, one owner, £895.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7574

1946-7 3½-litre Jaguar saloon, green, taxed, good tyres, regularly serviced, original owner, reducing stable; write for full particulars; £350 for quick sale.—Box 5126. [7962

1940 Jaguar 2½-litre d/h coupe, suede green, radio, very clean, any inspection invited; £325.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

MARK VII Jaguar, black with red hide, 3,000 miles, reasonable offers, cash, terms, or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1947 Jaguar 1½-litre saloon de luxe, special equipment model, radio, Ace wheel discs, immaculate condition; £525; 3 months' written guarantee.—Brown's Garage, Loughton (Essex). 4119 (Tuee). [C1034

EXCHANGE 1939 Jaguar 2½-litre saloon, grey, excellent tyres, new starter and battery, good condition for 1947-8 similar or 3½ model; cash adjustment; would sell.—Morrison, Holt, Middleton Cheney, Northants. [7978

1951 XK120, black with red leather, 10,000 miles, never raced, perfect condition throughout; £1,125; would consider exchange for low-mileage convertible and cash.—H. Rose, 9-11, Aylestone Rd., Leicester. [7967

1948 Jaguar 1½-litre S.E. saloon, black, 26,000 miles, £645; 1947 Jaguar 1½-litre S.E. saloon, suede green, radio, £545; both immaculate, written guarantee.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1949 (Oct.) Jaguar Mark V saloon, black, brown leather, heater, radio, excellent condition throughout, and outstanding value at £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

1½-LITRE 1948 S.E. Jaguar, stone with green upholstery, really excellent condition, expertly stored 9 months; second car, little used, under 16,000, good tyres and battery, H.M.V.; first offer over £550 secures.—Eckersley, Rukley, Claygate 3903. [7912

1951 Mark V coupe, tip-top cond., spec. 2 col. paintwork, wired and fused 8 circuits, 2 coils, 2 pumps, radio, heater, 14,000 miles, 2 new covers, fitted emergency hood covers, 2 col. loose covers to match car, private owner; £1,400 or thereabouts.—Box 5137. [7940

£575!!!—Magnificent and spotless 3½-litre Jaguar de luxe saloon, bodywork unquestionably original and like brand new, interior magnificent, whole performance tremendous and absolute bargain at this price. Not a worn-out dolled-up vehicle but a genuine specimen motor car.—Below.

£545!!!—1947 1½-litre Jaguar saloon, immaculate suede green cellulose and spotlessly used; also choice of another saloon; also 1948 1½-litre Jaguar.—Below.

£365!!!—1939 Jaguar 1½-litre drop head coupe, excellent condition and carefully used.—Below.

£245!!!—Magnificent Jaguar 12hp saloon, excellent mechanically, choice 2, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

295 gns.—Jaguar, 1939 model, 3½-litre foursome drop head coupe, pastel blue, leather upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Jaguar 1½-litre saloon which is in almost 1948 condition, colour suede green with upholstery to match, engine recently sleeved and the whole car put into super condition, new tyres; £395; exchange.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Goring-by-Sea 42131. Evenings. [C4027

1951 XK120 Jaguar 2-str., approximately £200 worth of extras, 8:1 compression ratio, high-lift camshafts, dual exhausts, modified boot opening, not raced, total mileage 23,000, silver, beige leather; price £1,100.—Frazer-Nash Cars, Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011).

1947 3½-litre, special equipment saloon, genuinely sound, exceptionally good condition; this car does over 20 m.p.g. on Pool, maximum 95 m.p.h., complete overhaul recently, all bills shown, property of chartered automobile engineer, no connection with trade, if you are interested in these fine cars this is worth coming some distance to see and test, worth over £600; price £520.—Paterson, Hampton Hill, Wellington, Shropshire. Tel. 612. [8072

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars. 150, Park Lane, W.1. Grosvenor 5434. [0872/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offer appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Cars Wanted

SAUL & SLATTER Ltd.—44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars —Tel. Palmers Green 1205/7173 [W4002/R

BARTLETT—Jaguar XK120 urgently required.—27a, Pembridge Villas W.11. [W1013

GENUINE low mileage XK120 wanted.—Dunham & Haines, 46, Castle St., Luton 2100. [W1079

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

LOW mileage 1948-49 Jaguar 1½-litre S.E. saloon required.—London Cars, Greenford. Waxlow 2643. [C2057

PERFORMANCE CARS, urgently require Jaguar's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

XK120 low mileage, wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

H. F. EDWARDS urgently require good Jaguar for immediate cash; distance no object.—Details, please, to 200, Gt. Portland St., London, W.1. Langham 0012. [W2003

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 5477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7173. [S4002/R

REPAIRS.—Reconditioned guaranteed gear boxes, shock absorbers, parts.—10, Winchester Mews, N.W.3. Prim. 6159. [0138

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 23394. [0430/R

LEONARD WILLIAMS & Co (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8545. [0619/R

£110 buys a special bargain.—See Metamet, famous for 12 quality conversions.—98B Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service. [C4016

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep firm, Hampton Wick, Kingston-on-Thames (4718). [0620/R

195 gns.—Jeep (Ford), registered 1951, hood, spare wheel, excellent condition; choice of 5 Jeeps; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—351-355, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035/R

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt, all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4752, 4728. [C5066

Jeeps Wanted

ROWLAND SMITH'S the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0954/R

Jeeps Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

JACK OLDING & Co., Ltd. Willys-Overland distributors for the United Kingdom.—Spares and Service 84-90 Holland Park Ave., W.11. Park 5077. [S3030/R

JENSEN

BROOKLANDS: Individuality, new and used cars.

1953 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

JENSEN

SPECIAL Ford Jensen sports 4-seater, reconditioned engine and gear box, new battery, new hood, and all over tonneau cover with zip fastener, recellulosed mid-blue, fantastic performance with sleek lines; £295.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

JOWETT

HMBENTLEY & PARTNERS Ltd., offer:—

1951 model Javelin saloon de luxe, turquoise blue, fitted Marchal headlamps; £675.

6 months same as maker's guarantee.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

NEWNHAMS, Ltd.

1952 Jowett Javelin saloon, green, 700 miles only; £875.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

WOODCOTE, at Epsom.

1952 de luxe Javelin, black, negligible mileage, P.E. engine; £875.

PART exchanges, deferred terms.

THE WOODCOTE MOTOR Co., Ltd., Epsom 1234/8. [7926

JACK ROSE, Ltd., offer:—

1951 Javelin saloon, almost as brand new inside and out, one careful owner; accept £650.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C5056

CLARKE'S OF PIRBRIGHT.

DISTRIBUTORS. Day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

1952 Javelin de luxe saloon; £795.

1951 Javelin de luxe saloon, 10,000 miles; £725.

1949 Javelin saloon, heater, radio, covers; £575.

NEW Javelins from stock.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BROOKWOOD 2201-2 [0522/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jowett Javelin (de luxe), 12,000 miles; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1949 Javelin saloon, fitted heater, immaculate; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

1950 Jowett Javelin de luxe, black, immaculate, special modifications; also

1949 Jowett Javelin, green.—Anthony Crook, Caterham 2232-3. [C1065

1952 Javelin de luxe saloon, one owner, radio and heater, superb condition; £825.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

7 and 8hp Jowett saloons, a good selection available from £150.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [8040

£595!!—July 1950 de luxe Javelin, tuned and balanced engine, leather upholstery, heater, taxed, quite immaculate throughout.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

JOWETT Javelin de luxe saloon, 1949, very well kept car, hardened crank, sound in every respect; £585.—Below.

JOWETT Javelin saloon, fitted heater and radio, spotless, 1952 series, 1,400 miles; £725.—A. & R. Thomas, The Jowett People, Central Garage, Kempston 2207. [7851

1951 model Jowett Javelin de luxe saloon, finished in maroon, in excellent condition, one owner; £735.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [5265

GODFREYS, Ltd. Jowett main agents, specialised Jowett service, spares repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234 London Rd., Croydon. Cro. 5641-2 [0463/R

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

£795!!!—Jowett Javelin saloon, 1952, a most careful used example of this fine series, fitted with heater and upholstery protected by tailored loose cover, tiny recorded mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1948 Javelin de luxe saloon, black, 1951 engine recently fitted, many extras, fastidiously kept; £525 or near offer.—T. H. Nice & Co., Ltd., 21, Abbeygate St., Bury St. Edmunds, Suffolk. Tel. 601/2. [7987

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

JOWETT

JAVELIN de luxe (Sept., 1950), one owner, radio, heater, ventipanes, Ace Rimbelishers, metallic grey, immaculate; £645. 1951 and 1952 models available.—Bowman Garage, Jowett Agent, Weybridge 1265. [C1055

1952 Javelin saloon, one owner, under 1,000, £845; also new 1953 Bradford builder's truck, and prompt delivery new Javelin and Bradford.—Jowett Sales, 140 Golders Green Rd., N.W.11. Speedwell 0015. [C4004

1952 Jowett Jupiter Mark I convertible, used for demonstration only, unregistered, 1,000 miles; £985.—Coventry & Jeffs, Ltd., No. 2 Depot, Bristol 39241. [8094

225 gns.—Jowett, 1939 10hp 4-cylinder saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

ROSE & YOUNG, Ltd., offer: Brand new and unregistered shop soiled Jowett Jupiter sports convertible, finished in metallic green; this carries the maker's guarantee, offered at £995, a saving of £500 on the list price.—65-69, Sternhold Ave., Streatham Hill, S.W.1 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

1951 (May) Jowett Jupiter, fitted with an attractive 2-4-seater fixed head coupe, body finished in blush grey metallic cellulose with deep red wheels and upholstery to match, exceptionally fast; £750; would exchange and cash adjustment—either way.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Evenings, Goring-by-Sea 42151. [C4027

Jowett Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0674/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

JOWETT Javelin 1950/51 wanted for cash.—Russell, 309, Winchester Rd., Southampton. Tel. 73889. [7970

JUPITER wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WANTED, Jowett twin, good and sensibly priced, preferably Weasel tourer but saloons considered; letters must reach ship by 15th February.—Hall, Cabin 47, Pretoria Castle, Southampton Docks. [7825

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0571/R

KINGSTON-ON-THAMES.—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [S4053/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines) [0009/R

REPAIRS.—Reconditioned guaranteed gear boxes, shock absorbers, parts.—10, Winchester Mews, N.W.3. Prim. 6159. [0792

BIRMINGHAM main agents; large stocks of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

LAGONDA

HAROLD RADFORD & Co. Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [C3047/R

GUY SALMON AUTOMOBILES offer:—

1950 Lagonda 2.6-litre saloon, 16,000 miles, faultless example, £1,550; also another at £1,450.

1952 (September) Lagonda 2.6-litre drop head coupe; £2,550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1934 Lagonda 4½-litre pillarless sports saloon, black, green hide upholstery, many extras, exceptionally well kept by late Lagonda enthusiast; £215.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C5012

BROOKLANDS: Lagonda distributors; latest models.

1952 Lagonda 2.6-litre coupe, mileage 6,000.

1951 Lagonda 2.6-litre saloon, radio, heater.

1951 Lagonda 2.6-litre coupe, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

LAGONDA 3½-litre sports saloon, black, red upholstery, very fast, in excellent condition; £295. METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1935 series 4½-litre 4-seater sports tourer, a fine car in immaculate condition throughout.

1936 4½-litre L.G.45 4-seater tourer, complete engine and chassis overaul in progress.

1936 4½-litre LG45 saloon, splendidly maintained throughout

1938 V 12 short saloon, small total mileage, engine overhauled by Lagonda, Ltd.

FURTHER particulars of these and other models now in course of preparation.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines Tel. Staines 4211-2-3-4-5, or (private) Popesgrove 5384. [C1080

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

1952 Lagonda drop head 2½, 7,000 miles, as new.—Anthony Crook. Tel. Caterham 2232/3. [C1065

1950 Lagonda 2½-litre saloon, 26,000 miles, in most beautiful condition throughout, all extras; £1,295.—Taylor & Crawley, 46, Kensington Court, W.8. Tel. Western 6015. [8108

1948 2½-litre Lagonda drop head coupe, in magnificent condition throughout, recently overhauled, radio, loose covers; £975.—Harry Martin, 23, Devonshire Place Mews, W.1. [8024

Lagonda Cars Wanted

1937 40 L.G.45 drop head wanted, must be immaculate; details, please.—Box 5188. [8114

ROWLAND SMITH'S the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0946/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841, or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041

V12 or LG6 drop head coupe wanted; cash purchaser.—Dutton, The Hollies, Sandiway, Cheshire. [7525

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advert. on page Edit. 191 [81080

LANCHESTER

CHARLES FOLLETT, Ltd., offer:—

546 miles only.—Lanchester 14 sal., beige, owner forced to sell, in brand new condition, 2 months old; offered at £100 under list; £1,433.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard off Elgin Ave., W.9. Cunningham 5956. [C2010

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 10hp saloon (Dec., 1947), black with brown leather, very well maintained; £650.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464) [C4022

1951 Lanchester 11hp saloon, 9,000 miles, radio; £935.

GORDON CARS (LONDON), LTD., Gordon House, 375, Euston Rd., N.W.1. Eus. 6611. [C2023

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £590.—Campbell Symonds, Arnold 2246. [C1037

£150 Lanchester 12 saloon, overhauled at cost of £50, genuine bargain, any trial.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

LANCHESTER 10 1951 Barker saloon, black, radio, heater, etc., very low mileage, beautiful condition; offers or would exchange slightly larger car of similar quality, A.C., Alvis, etc. Private.—Box 5190. [8093

175 gns.—Lanchester 14, 1937 Roadrider de luxe saloon, black, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Lanchester Cars Wanted

ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0416

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775 [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

LANCIA Aprilia, reconditioned engine, recellulosed; £375.—S. & S. Motors, Bayswater 1644. [8018

LANCIA Dilambda saloon by Weymann, black, exceptional condition throughout; £275.—12, Weymouth Mews, W.1. Langham 1991 [7595

LANCIA

JOHN S. TRUSCOTT, Ltd., usually have the best examples; also many other makes; exchanges deferred terms.—173, Westbourne Grove, W.11. Bay. 4274 [C4035

APRILIA, 1950, perfect example, faultless throughout, bills available; £485.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [C3045

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0382/R

REQUIRED immediately, good Lancia.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 6221. [W3041

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2583 [0508/R

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

LEA-FRANCIS

GE 1948 (late) Lea-Francis 14hp sports 2-seater, one owner, total mileage nil, completely unused, full details on application, offers around £750; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

B J. HUNTER, Ltd., offer:—

1947 Lea-Francis 14hp saloon, fitted radio, heater; £495.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

BROOKLANDS: Individuality, new and used cars.

1948 Lea-Francis 14hp sports 2-str.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 (October) Lea-Francis 14hp coachbuilt estate car fitted H.M.V. radio, heater, mileage 10,000; £850.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082 [C3004

1947 Lea-Francis 14 saloon, first class order; £450. Hollick, Thames Cottage, Wargrave. Tel. 111. [7955

1950 model Lea-Francis 6-litre saloon, maroon, heater and radio, 16,300 miles; £850; no offers.—Box 5135. [7945

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis, London & Home Counties, offer the following cars which represent exceptional value and which have all been serviced and carry a 3 months' written guarantee:—

1951 Lea-Francis 14/70 streamlined sal., black, one owner, radio, heater, etc.; this car has covered a genuine 3,200 miles only and the condition is as new; £1,265 (cost new £2,070/7/10)

1951 Lea-Francis 2½ streamlined sal., metallic blue, 16,000 miles; this fast and attractive car offered at £1,265 (list price £2,148).

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

LEA-FRANCIS

1947 model 14hp Lea-Francis 4-door saloon, fitted radio and heater; £475.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

NAYLOR & ROOT.—1948 Lea-Francis saloon, black, beige hide (reg. Sept., '48), excellent performance; £595; three months' guarantee.—25, East Hill, Clapham Junction, S.W.11. [C3022

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7 [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MERCEDES

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 540K 4/5-seater cabriolet, right-hand steering, black with grey leather; £525.—Victoria 8715. [8045

1941 (first reg.) Mercedes-Benz cabriolet, similar to 500K with 5.8-litre engine, a very beautiful specimen, finished black and Poly-grey, l/h drive; £525.

ALSO a 1937 r/h drive saloon 230 model in splendid condition throughout, recellulosed and fittings rechromium plated, £425.—Pantiles Service Garage, London Rd., Guildford. 5326. [C3035

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [3165

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. TC 2-seater roadster, 1949, £395; M.G. TC 2-seater roadster, 1949, £445.

M.G. TB 1½hp 2-seater, 1939, £345; M.G. TA 10hp 2-seater, 1938, £295.

M.G. TA 10hp 2-seater, 1938, £275; M.G. TA 10hp 2-seater, 1939, £265.

M.G. TA 10hp Tickford coupe, 1939, £345; M.G. PB 9hp 2-seater, 1936, £225.

M.G. PB 9hp 4-seater 1936, £245; M.G. PA 8hp 4-seater, 1935, £195.

M.G. PA 8hp 2-seater 1935, £145; M.G. J2 8hp 2-seater, 1933, £145.

M.G. VA 1½-litre saloon, 1937, £275; M.G. VA 1½-litre tourer, 1939, £255.

M.G. 2-litre 18hp d/h foursome, 1936, £245; M.G. 2-litre 18hp Charlesworth tourer, 1937, £265.

M.G. Mark II 18/80 saloon, 1950, £155; M.G. 12hp coupe, 1933, £125.

M.G. 12hp tourer, 1932, £95; M.G. M-type 8hp 2-seater, 1930, £55.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841, or 107, New Cavendish St., Great Portland St., W.1. Museum 6221. [C3041

CAR MART, Ltd.

1951 M.G. T.D. 2-seater, 8,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1939 M.G. V.A. 1½-litre 4-str. sports tourer, in absolutely immaculate condition throughout, £250 recently spent on complete overhaul, car practically unused since, amazing performance, 569gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards) [C4047

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

B. J. HUNTER, Ltd., offer:—

1949 M.G. T.C. sports 2-seater, £90 worth of extras fitted; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CHARLES RICKARDS, Ltd., offer:—

1952 (Jan.) M.G. TD 2-seater, one owner, mileage 5,700, various extras, in faultless condition throughout, £675.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 min. from Marble Arch). Pad. 1820. [C3050

CHARLES FOLLETT, Ltd., offer:—

1950 M.G. T.D. 2-seater, green, specially tuned at cost of £120, luggage carrier, 2 spares, a carefully kept car with increased performance, guaranteed; £595.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

JACK ROSE, Ltd., M.G. agents, offer:—

1951 M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

PARADE MOTORS (MITCHAM), offer:—

1939 M.G. TA, black, green, in outstanding condition; £299.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3036

KEVILL-DAVIES & MARCH, Ltd., offer:—

1950 1¼-litre M.G. saloon, very smart, black, maroon upholstery, first-class condition throughout.—41/42, Hay's Mews, Berkeley Sq., W.1. Grosvenor 2563. [3058

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 M.G. 1¼-litre saloon; £550.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4435 (5 lines). [7731

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 M.G. II T.C. roadster, excellent condition throughout; £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 M.G. 1¼-litre saloon, black, one owner, radio; £685.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 M.G. 1¼-litre saloon, 14,000 miles; £725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BROOKLANDS: Individuality, new and used cars.

1952 M.G. T.D. sports 2-seater, supercharged, 7,000 miles, many extras.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 M.G. 1¼-litre saloon, black/red hide, 22,000; £725.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1951 (November) M.G. T.D. model green, beige, as new; £650.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 3656. [C1008

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1949 M.G. T.C. 2-seater, black, 12,000, one owner, choice two from £525, below.

1947 M.G. T.C. 2-seater, in excellent condition, small mileage; £395.

RIPCO, Ltd. (M.G.'s purchased), 18, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

M.G. J2, 1933, new crank, bearings, clutch, battery; £125 o.n.o.—42, Eastlands Rd., Rugby. [8002

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—90, Piccadilly, W.1. Grosvenor 4141. [0590/R

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

1946 M.G. 10hp 2-seater; also 1937 2-seater; excellent.—Autowork, Ltd., Winchester. Tel. 4634. [C1010

M.G. T.A. 2-seater, new hood, fitted Rotofloa, excellent; £270.—Bradley, 55, Canadian Ave., Hoole, Chester. [7850

M.G. 1939 T-type Tickford coupe, telecontrols; £280; terms, exchange.—117, Meadow St., Sheffield. Tel. 20282. [7981

M.G. PA, 1934, 2-seater, seen London or Yarmouth, remarkable condition; best offer secures.—Clark, 10, Cliff Hill, Gorleston-on-Sea. [8081

M.G. 1952 1¼ saloon, perfect; offers.—Bryan, 22, Three Kings Yard, Davies St., Mayfair, W.1. Traflgar 5555, night, Grosvenor 2201. [8101

M.G.

1950 (November) M.G. 1¼ saloon, black; £675.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 (July) T.D., faultless and unmarked; £595.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

M.G. T.A. 10hp 1939 Tickford drop head, good condition, new batteries, taxed December, private sale; £320, o.n.o.; Esher.—Box 5130. [7950

425 gns.—M.G. Midget, December 1949, 11hp T.C. 2-seater, metallic blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—M.G. Midget, late 1946 11hp T.C. 2-seater, black, fawn leather, many extras, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—M.G. 1939 2.6-litre sports saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

89 gns.—M.G. Midget, 1931 (reg. 1932) 8hp 2-seater, rear tank; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 M.G. 2.6 drop head foursome coupe, guaranteed, £360; 1937 saloon, guaranteed, £250; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

NAYLOR & ROOT.—1951 M.G. 1¼ saloon, maroon, radio, carefully maintained; £695; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

£345!!!—Specimen condition M.G. 18hp drop head coupe, spotless bodywork, interior excellent, you must see this before deciding; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

CAMDEN MOTORS.—M.G. Midget special Tickford drop head coupe, 10hp model, 1940, in cream, very pretty car in quite outstanding order, expertly maintained, fast and economical; £325.

CAMDEN MOTORS.—M.G. 2.6-litre saloon, late 1939, maroon with special beige pigskin upholstery, very smart, exceptionally high standard of performance, reputed 90mph; £395.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041.—Open till 7 p.m.; write for catalogue. [C1055

M.G. 1½-litre tourer, 1939 model, new factory engine, hood, sidescreens, Windtones, fog lamp, wireless, cream, maroon hood, mechanically perfect; bargain, £500.—J. J. Bryanton, 52, Mattingley Green, nr. Basingstoke, Hants. [7963

ROSE & YOUNG, Ltd., offer 1951 (November) M.G. T.D. 2-seater, 9,000 miles only, tuned to stage 11, several extras, immaculate condition, metallic green; £655.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

£395.—T.C. M.G. 1947, ivory, in first-class mechanical condition, unusually well equipped, twin chromium windtones, Lucas long range spot and fog lamps, de-mister, badge bar, Brooklands wheel, aero screens, taxed Dec.—Derrington, 159-161, London Rd., Kingston 5621/2. [C1071

1939 1½-litre M.G. saloon, first-class recondition of engine and chassis, new battery; £295. Also choice of 8 other 1½- and 2-litre saloons and drop heads. Also 1939 T.A. drop head.—Speedsters, Ltd., "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 626 [C4020

TANKARD & SMITH, Ltd., offer 1952 M.G. T.D. 2-seater, green with green leather, one owner, speedometer reading 5,800, specimen car; £650; three months' written guarantee; also 200 guaranteed used cars of all makes.—194/198, Kings Rd., Chelsea, S.W.3. Flaxman 4801/2/3. [C4026

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948/R

WANTED to hire, T.D. M.G. for month of June, on unlimited mileage basis.—Box 5125. [7974

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS, urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841 or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

1939 M.G. T.A. or T.B., good condition, wanted urgently.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7601

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Kburch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1286

WANTED, M.G.s, J2, P.A., P.B., T.A., T.B. and T.C.—Parade Motors (Mitcham), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [3056

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

TOULMIN MOTORS, M.G. specialists, Staines Rd., Hounslow. See displayed advertisement page 24. [0549

M.G. Spares and Service

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3083. [0455/R

MORGAN

NAYLOR & ROOT.—1952 Morgan Plus 4 4-seater sports, crimson, grey hide, 3,000 miles only, excellent value; £675; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

445 gns.—Morgan 4/4 (November) 1950, 10h.p. sports 2-seater, green, black leather, one careful owner, small mileage, two original spares unused, exceptional condition; choice of 3 4/4's; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

SLOCOMBES, Ltd., The Morgan People.

WE urgently require to purchase all models Morgan cars.

WRITE, call or phone.

38/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869 [W4017

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object.—Details please, to 28, Upper High St., Epsom 9400. [W2001

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7755. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0726/R

MORRIS MINOR

CAR MART, Ltd.

1952 Morris Minor 4-door saloon, 5,000 miles; £595.

1950 Morris Minor 2-door saloon, 11,000 miles; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

WOODCOTE AT EPSOM.

1952 4-door de luxe Minor, black, low mileage, first-class condition; £575. Also

1951 4-door black with red leather; £565.

THE WOODCOTE MOTOR Co., Ltd., Morris Distributors, Epsom 1254-8. [7927

B. J. HUNTER, Ltd., offer:—

1949 Morris Minor saloon, most carefully used, really as new; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd. offer:—

1951 Morris Minor saloon, blue with beige upholstery, recorded mileage 5,955; £565.

836—842, High Rd., N.12. Hillside 0024. [C2027

1952 Minor, 5,000 miles, £585.—Below.

1952 Minor 4-door with extras, 5,000 miles; £610.—Mansfield Autos, Ltd., Euston 2587. [C3001

DAGENHAM MOTORS, Ltd., offer the following car:—

1952 Morris Minor 4-door saloon, £60 extras 5,000; £595.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1952 Minor saloon, perfect condition, 10,000, taxed year; 550 guineas.—Kingham 209. [8084

1950 Morris Minor saloon, excellent condition, one owner.—18, Albemarle Wimbledon Parks de, Putney 5274. [7953

1952 Morris Minor tourer, grey, maroon, 6,000 miles in excellent condition, B.M.T.A. consent.—[illegible]

1950 Morris Minor saloon, grey, 11,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12 Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

1952 Morris Minor saloon, 13,000 miles, radio; £495.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 104. 10 a.m. to 7 p.m. [C1050

1949 Morris Minor saloon, 27,000 miles; excellent condition; £490, or offer.—Symons, "Oak Gates," West Drive, Ferring, Sussex. [7848

1949 Morris Minor saloon, i.h.d., green, one owner, spotless, £575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

465 gns.—Morris Minor, 1949 (registered 1950) saloon, black, one owner, exceptional condition; terms, exchanges.—Row and Smith, below.

425 gns.—Morris Minor (November) 1949 tourer, maroon, small mileage, unworn spare, carefully used, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 model Morris Minor tr., black, red leather 5,000 miles, as new.—Tickford, Ltd., 8 Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

1951 (May) Morris Minor saloon, 6,000 miles, loose covers fitted, immaculate; £525.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [7391

1951 Morris Minor saloon, low mileage, heater, excellent condition, taxed to Dec., 1953; £515.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

NAYLOR & ROOT.—1950 Morris Minor saloon, black, beige interior, low mileage, very economical; £475; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1952 Morris Minor 4-door de luxe saloon, apple green, under 6,000 miles, fitted covers, taxed Dec. 31, Stewart & Ardern maintained, spotless; £650.—9, Palace Gardens Terrace, London, W.8. Bay. 8521. [7993

1952 (Oct.) Morris Minor 2-door saloon, clarendon grey, red interior, 700 (seven hundred) miles only guaranteed, indistinguishable from brand new; £575.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

PRIDE & CLARKE, Ltd.—1950 Morris Minor saloons in grey low mileage £479; 1949 saloons in green and maroon/beige leather, low mileage, £449; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [7893

Morris Minor Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0363/R

1950/52 Minor saloon wanted, as new.—Adams, 685 Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6254

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Morris Minor saloons from private owners.—Write details or tel. Bradford 41537. [6827

MORRIS EIGHT

GLANFIELD LAWRENCE offer

1948 Morris 4-door saloon, black/brown, one owner, 21,000 miles only, superb throughout; £395.—407 High Rd., N.12. Finchley 0091. [C2053

SLOCOMBES, Ltd., Willesden 4869.

1947 8hp saloon, black with brown upholstery, new engine recently, excellent tyres, a fine example of this very economical car, £330, A.A., R.A.C. inspection welcomed; part exchanges and insured easy terms with pleasure; see also our advertisement under Austin 10 and Ford 8.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

£375.—1948 Morris 8 4-door saloon, black, brown upholstery.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1939 Morris 8 de luxe saloon, excellent; £245; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 (late) Morris 8 hp saloon, entirely new.—Tel. Mayfair 3680. [C2030

1946 Morris 8hp saloon 2-door, black, brown leather upholstery, body in excellent condition; £525.—Paddington 0022. [C2052

1946 Morris 8 saloon, Series E, recommended; £310. Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

295 gns.—Morris 8, 1946 de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Morris 8, 1938 de luxe saloon, blue, sliding head, leather upholstery, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Morris 8, 1937 model, 2-seater, blue, blue leather; terms, exchanges.—Rowland Smith, below.

95 gns.—Morris 8, 1935 tourer, green, good condition; choice of 16 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£175 £60 deposit.—1937 Morris 8 2-door saloon, recent recon. engine, really good.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARCHIE SIMONS & Co., Ltd.—1951 Morris 8 tourer, colour black, 8,000 miles only, one owner, the whole car almost as new; £485.—94, Gt. Portland St., W.1. Lan. 1545. [C4015

£265!!! 1939 Morris 8 Series E de luxe saloon, excellent condition, looks and runs like post-war, choice of 2; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

MORRIS EIGHT

1937 Morris 8 2-door saloon de luxe, black, exceptional throughout; £195.—Garage Service Co., Ltd., 1031, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976/R

REQUIRED immediately, good Morris 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

MORRIS TEN

1939 Morris 10, immaculate condition throughout; £355.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

MORRIS 10 saloon, 19/10/34, black tyres, as new; £115.—Cranmore, tel. Potters Bar 2040. [C1062

1939 Morris 10 saloon; £165.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8035

1946 Morris 10 4-door saloon, one owner, carefully used, bargain; £350.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C3049

1939 Morris 10 saloon, really exceptional condition, far superior to many post-war models; 3 months' guarantee; £275.
C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1947 model Morris 10 saloon, good condition throughout, £360.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [7715

1948 Morris 10, outstanding example; £395.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

WALTER SCOTT, Ltd.—1946 Morris 10, black, exceptional condition; £345.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1935 Morris 10/4 de luxe saloon, black with brown leather interior, bodywork well above average, mechanically very good throughout, new piston rings now being fitted; £145.
TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4030

1937 Morris 10 saloon, very clean car, excellent mechanically; £175, or £55 over twelve months; 40 cars always in stock; exchanges a specialty, callers only.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [8030

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977/R

WHY accept less for your Morris 10 saloon when you get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2234. [W2606

MORRIS TWELVE

DICKS.

1938 Morris 12 saloon de luxe, very much above average condition; £295.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1939 Morris 12 saloon, guaranteed; £260; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

195 gns.—Morris 12, 1938, Series III de luxe saloon, black, sliding head, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

49 gns.—Morris Cowley, 1933, saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0978/R

MORRIS OXFORD

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, one engineer owner, as new; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Morris Oxford saloon, blue with blue upholstery, recorded mileage, 22,000; £565.

836—842, High Rd., N.12, Hillside 0024. [C2027

H. BEART & Co., Ltd., offer:—

1951 Morris Oxford saloon, the property of one owner since new, genuine 11,000 miles and outstanding value at £645.—102, London Rd., Kingston-on-Thames. Tel. 3348. [8051

WANSTEAD MOTORS, Ltd., offer:—

1949 Morris Oxford, grey with beige leather, heater, loose covers, one owner; £495.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

BLUE STAR GARAGES, Ltd., offer:—

1951 Morris Oxford saloon, colour black with brown leather, in immaculate condition throughout £620.—63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1950 Morris Oxford saloon; £575.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. (Ham. 2254.) [8036

MORRIS OXFORD

BURGE & INGLIS (MOTORS), Ltd., Willesden 4869.

MORRIS Oxfords, new and unregistered, for immediate delivery; generous part exchanges on your present car or motor cycles.—Burge & Inglis (Motors), Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

1951 (Apr.) Morris Oxford saloon, black, brown leather (latest type Dunlopillo upholstery), heater, 10,000 miles, as new; £645.
W. J. BROWN, Ltd., Established over 30 years.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 Morris Oxford saloon, one owner, in first-class condition throughout; £525.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1076

900 miles.—1953 Oxford saloon, colour grey, unmarked.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

£495.—1949 Oxford, 24,000 miles, fitted with heater, coachwork and interior unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £630.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1952 Morris Oxford saloon, black, radio, heater, loose covers, fog lamp, Trico screen washers, 4,000 miles; £775.—Jack Olding & Co., Ltd., 8, North Audley St., London, W.1. Mayfair 5242. [C3050

EPSOM.—The Woodcote Motor Co., Ltd., Morris Distributors, offer 1951 Oxford saloon, blue ex-demonstration car, first-class condition; £675; New Oxford for immediate delivery; part exchanges, deferred terms.—Epsom 1234-8 [7750

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, grey/brown leather, 8,000 miles, radio, heater, one owner £599; 1949, black/beige leather, 18,000 miles; one owner, heater £499; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [7894

Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0364/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429. [W4052

MORRIS EIGHTEEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1936 Morris 18 Series 2 saloon, original blue/black cellulose, blue leather interior, chauffeur driven and maintained, excellent mechanical order, very roomy and reasonably economical; 149gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

£100 or £50 down £5 per month.—1937 Morris 18 saloon, engine overhauled, tyres, battery, bodywork good.—7, Radcliffe Rd., Croydon 1505. [C2041

MORRIS SIX

1950 Morris Six, one owner, as new, £525; also 1936 Morris taxi, perfect condition, genuinely good, bargain, £75!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£585!!!—1951 model Morris Six saloon, one meticulous owner, fitted heater, taxed, an absolute unmarked specimen car.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1950 Morris Six, platinum grey, unmarked inside and out, underneath rust free and bitumastic protected engine in perfect condition, done only 11,000 miles and specially tuned, outstanding performance at 20-22 mpg, extras, loose covers, radio, heater, overriders, thermometer, radiator, blind, etc., unique specimen, any inspection; £615, or offers.—Box 5154. [7946

Morris Six Cars Wanted

CM

THE CAR MART, Ltd., to wish purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Morris cars.—38/52, Dudden Hill Lane, N.W.10. [W4017

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

HATTON'S, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Miscellaneous Cars Wanted

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom 9400. [W2001

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0342/R

OLDSMOBILE

OLDSMOBILE drop head coupe, March, 1938 reconditioned engine, radio and heater; £275.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

OLDSMOBILE main dealers for London Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY) Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

95gns.—Opel Cadet, December, 1937, saloon, black, very good condition; choice of 3 Opels; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0980/R

Opel Spares and Service

REPAIRS.—Reconditioned guaranteed engines, gear boxes, suspensions, spares, mudguards.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Prim. 2647. [0240

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards.

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0282/R

LATE Packard, r.h.d., 4-door saloon, 22,000 miles, one owner; £1,500.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3 Kensington 4858. [C4028

1938 Packard 6 4-door saloon, overhauled, repainted, reupholstered, rechromed, sacrifice; £250.—Mideastra, Ltd., Cardiff Rd., Reading. Tel. 4976. [7904

PACKARD de luxe convertible (late model), right-hand drive, power-operated hood, radio, very attractive car, in excellent condition; £695.—Taylor & Crawley, 48, Kensington Court, W.8. Wes. 6015. [8105

LIMOUSINE 1940 Super-8 Deluxe Coachwork, partition, 7-forward, black, reasonable mileage, privately owned, 1949-condition throughout. £730. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., Packard Specialists, 97, Fulham Rd., S.W.3. Kensington 4858. [0902/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [0903/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PONTIAC

1949 Pontiac special 6-cylinder short coupled saloon with very large rear boot, Tygan loose covers, heater, radio, window washers, etc., 23,000 miles.

1948 Pontiac (Torpedo) model 6-cylinder saloon, first registered June, 1950, recorded mileage 34,000, fitted radio and heater, in excellent condition throughout.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1950 Pontiac 4-door saloon, low mileage, radio, heater, covers, etc., in magnificent condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars"—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2361. See "New Car Section." [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

Racing Cars Spares and Service

500cc racing engine specialists; double knocker conversions for Norton; all modifications carried out.—Jefford & Rood, Selborne Rd., E.17. Larkswood 5241. [7869

RAILTON

WOODCOTE AT EPSOM.

RAILTON Fairmile, 1936,, drop head 4-seater; this car has been maintained regardless and is in 1952 condition.

IT does 19mpg and 86mph and is finished in light blue with black top; £450.

THE WOODCOTE MOTOR Co., Ltd., Epsom 1234/8. [7927A

STRAIGHT-8 1934 saloon, much spent on this car last year, beautiful engine; £100 or near offer.—Fre. 0677. [7879

£325!!—1938/39 10hp Railton drop head coupe, in excellent order and one of the prettiest little coupes imaginable.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. [0333/R

1938 Railton Straight Eight drop head foursome, black and grey, radio, quite unblemished.—Speedsters, Ltd., "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [C4020

Railton Cars Wanted

WANTED.—Immaculate Railton d.h.c.—Dr. Malleson, University College, Gower St., W.C.1. Euston 4400. [8068

RENAULT

1951 Renault 760cc saloon, 9,500 miles only, one careful owner; £475.—Tel. Radlett 5741. [7842

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

£198.—Renault 8 1939, superb throughout.—Value Cars, 362, Upper Richmond Rd., S.W.14. [8021

WELHAMS RENAULT SALES AND SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer the following Renaults:—

1950 760 saloon, many extras; £495.

1949 8.3 4-door saloon, choice of two: £385, £345.

1946 8.3 Utility 4-door; £275.

1939 8.3 de luxe saloon; £225.

1939 12hp saloon, black; £250. [0126/R

£495.—Renault 760cc de luxe saloon, November, '50, 15,000 miles, taxed, many extras, one engineer owner.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

ROSE & YOUNG, Ltd., offer: 1951 Renault 750cc saloon, speedometer reading 5,000, immaculate; £515.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

Renault Spares and Service

DISMANTLING 1937 Renault 18/4 coupe, all parts, other models.—"Motolympia," Oswestry. Tel. 480. [0344/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

TOM GARNER, Ltd., offer:—

1952 series Riley 1½-litre saloon, black with brown upholstery, taxed year, 7,000 miles; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GE

MOST exceptional ever Riley 9hp 2/4-seater coachbuilt sports body incorporating full disappearing hood, swept tail luggage locker, full all-weather equipment with all-over tonneau cover, fitted special series twin carburettor engine with high speed manual gear box, one previous private owner since new, nominal mileage only, maintained regardless (bills available), finished original as-new black cellulose, red leather, red wheels, spotless chromium; history on application; written guarantee; 195gns; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

H. F. EDWARDS & Co., Ltd., offer:—

£795.—1950 (May) Riley 1½-litre saloon, black and chromium with green leather, one private ownership, a really immaculate and outstanding car, beautifully maintained and thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Langham 0012. [C2003

BROOKLANDS.—Individuality, new and used cars.

1952 Riley 2½-litre saloon, 7,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

CLARKE & SIMPSON, Ltd. (Riley Sales & Service), offer:—

1953 1½ saloon, new maroon/red; list price.

1952 1½ saloon, maroon/red, radio, heater, loose covers; £1,095.

1949 (Aug.) 2½ saloon, maroon/beige; £745.

1949 1½ saloon, black/red; £725.

1947 (Dec.) 2½ saloon, black/brown; £595.

73/79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

1935 Riley 1½ Kestrel, resleeved, excellent condition, good tyres; £160.—Enfield 5647. [7871

1952 (Jan.) Riley 1½-litre saloon, green with green leather; one owner; genuine; 9,000 mls.; as new; £1,050.—Below.

1949 Riley 1½-litre saloon, black with red leather; one owner; in almost new condition throughout; £695.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7986

THE RILEY CENTRE, at 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Sq. Tube.) Sloane 8326, offer the following selected Rileys:—

£275.—1937/38 Monaco in absolutely faultless condition, several £100's spent recently with the Riley Agents, bills available.

£95.—1934 Monaco Tickford all-weather saloon, engine rebuilt 7,000 miles ago, extremely tidy car in every way.

£150—1935 Monaco special series, a very lively 9hp.

£175.—1936 Falcon 1½-litre, a fast and reliable car plus economy.

GOOD Rileys always in stock from £55 and always wanted to purchase. [8003

SUSSEX specialists for Riley cars and spares.—Caffyns Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [0079/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

RILEY Lynx 12/4 sports tourer, special series, engine excellent condition, recent £90 overhaul.—Vig. 7201. [7958

1949 model Riley 1½ saloon, excellent condition; offers over £625 only.—Tel. Chandlersford 2694. [8000

£60.—1933 Riley 9 Monaco, twin carbs., taxed, runs well.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [7943

1938 Rily Lynx tourer, one careful owner, exceptional condition; £265.—Egham Motor Co., Egham By-Pass, Egham. Tel. 131 and 2954. [7835

1939 Riley 1½-litre d/h coupe, grey, immaculate; £425.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

RILEY 1951 2½-litre, 8,900 miles only, one owner, who requires in part exchange Black Austin Princess; cash adjustment.—H. B. Wheelers, Newbury. Tel. 1020. [7941

1950 (August) 2½-litre roadster, ivory and green, 17,000 miles genuine, perfect condition.—Barker, 17, Prentis Rd., Streatham, S.W.16. Streatham 1414. [8023

1935/6 Riley 1½-litre sports saloon, really clean; £175.—O.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024

£295!!!—Riley 1½-litre 12hp Nuffield saloon, 1940, excellent black finish with beige leather, similar body styling to post-war series, excellent and most economical performance.

£645!!!—Riley 1½-litre saloon, 1948, black, green leather, most attractive condition throughout.

£345!!!—Riley 2½-litre sports saloon, 1940, basically the same as post-war model, late property well-known professional gentleman, £100 bills for engine reconditioning and in very fine order throughout; opportunity.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m.; write for catalogue. [C1035

1952 (December) 1½-litre saloon, black, 900 miles, as new; terms, part exchange considered.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C2234

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1946 Riley 1½-litre, almond green with green leather, in outstanding condition throughout; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick, N.4. Chiswick 2725/5870. [C1014

MAYFAIR COUNTRY CARS offer Riley 2½ Roadster, superb condition, one owner, recorded mileage 13,500, £750; exchanges terms.—7, George Yard, Grosvenor Square W.1. Mayfair 0131. [C3008

RILEY 1949 2½-litre saloon, almost like new, reasonable offers; cash, terms or exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

£265—Riley 1½-litre Adelphi saloon 1937, immaculate in every respect, black with red leather, sliding roof; terms; exchanges; written guarantee.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

ROYS for Reliable Rileys.—1937 Monaco, £225; 1935 Lynx 9 sports 4-seater, £195; 1935 Monaco, £165; 1933 Monaco, £125; all above average; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

165 gns.—Riley 1936 1½-litre Merlin saloon, black, sliding head, red leather, preselector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£625.—Riley 1½-litre saloon, green and black, one owner since new (November, 1947), spotless and faultless, a superb example.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1937 1½-litre 6-lt. Kestrel, vehicle just reconditioned at cost of £100 including re-cellulosing in deep metallic maroon, replating all chrome, re-polishing woodwork and recarpeting; definitely outstanding condition; £500, no offers; h.p. arranged.—Arn. 7027. [7988

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars. —150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St (Hampstead Tube) Ham. 6041. [0985/R

PERFORMANCE CARS, urgently require Riley's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107 New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

CLARKE & SIMPSON, Ltd., best buyers of really well-kept, post-war Rileys.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [W3043

CASH waiting for low-mileage, one owner 1½-litre, 1947 or thereabouts.—101, The Grove, Moordown, Bournemouth. Tel. Winton 956. [8070

URGENTLY required, 1946-52 Riley 1½-litre saloons. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1285

Riley Spares and Service

FRANK L. HALL OF MAIDENHEAD.

SPECIALISED knowledge and personal supervision of Riley sales and service; guaranteed satisfaction.—Tel. Maidenhead 713. [7930

READING.—Hewens Garages, Ltd., for Riley spares and service.—Tel. 4436. [0209

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

REX NEATE, Shambleburs Lane, Botley, Southampton, specialized Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R

J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8636

ROLLS-ROYCE

RIPPON.

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

ROLLS-ROYCE Wraith, 1949, 38,000 miles only, one titled owner.—Simmons 12, Rex Place, Park Lane, W.1. Gro. 1188. [C4012/1

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices. —66, London Rd., Tooting. Tel. Mitcham 3951. [C4030

ROLLS-ROYCE

J

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JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list.

EXAMPLE: 1949 Silver Wraith Rolls-Royce sports razor edged saloon with division by H. J. Mulliner, small mileage, one owner, in first-class condition; £3,750.

BERKELEY Square, London, W.1.

TELEPHONE: Gros. 6811, or May. 7444. [8067/R

EXCHANGE or sell.

1947 Rolls-Royce Silver Wraith saloon.

1937 Rolls-Royce 25/30 Barker saloon.

1937 Rolls-Royce 25/30 Hooper saloon.

1937 Rolls-Royce Phantom III 7-seater.

20/25 Rolls-Royce Replica owner-driver saloon.

ALL reasonable offers, cash, terms or exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

JACK OLDING, of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their selection of first-class used cars:—

1950 Silver Wraith H. J. Mulliner touring saloon, only 13,000 miles; £4,950.

1944 Wraith sports saloon by Young with division; £2,650.

1938 25/30hp A. Mulliner owner-driver saloon with div., grey with grey lthr.; £1,750.

AUDLEY House, North Audley St., London, W.1. Mayfair 5242-3-4. [C3030

TAYLOR & CRAWLEY offer:—

ROLLS-ROYCE 25-30 very low-built 4-light sports saloon by Freestone & Webb, large boot, 55,000 miles, most beautiful condition; £1,195.

ROLLS-ROYCE 25-30 owner-driver sports saloon by Freestone & Webb, with disappearing division, most excellent condition with satisfactory history; £1,295.

1935 Rolls-Royce Phantom II Continental short-chassis ultra attractive close-coupled sports saloon by Thrupp & Maberly, wheel spats and all luxury extras, genuine 27,000 miles only since new; £1,075.

48 Kensington Court, W.8. Tel. Western 6015. [8111

MASCOT MOTORS, Ltd., offer:—

1936 25hp Hooper sports saloon, with division.

1936 25hp Thrupp & Maberly sports saloon.

1934 25hp Salmon sports saloon.

1930 25hp, with 1938 semi-razor-edge sports saloon.

1928 25hp Windover 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, London, W.10. Ladbroke 1251-2. [C3007

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

GUY SALMON AUTOMOBILES offer:—

1949 Rolls-Royce Silver Wraith James Young owner-driver sports saloon, faultless condition; £3,650.

1937 Rolls-Royce drop head coupe by Gurney Nutting, excellent history, faultless condition; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1936 (October) 30hp Rolls-Royce owner-driver sports saloon with disappearing division by Gurney Nutting, black with fawn leather, heater, discs, one owner only since new; 37,000 miles; £1,275.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1936 (August) Rolls-Royce 25/30hp Barker special saloon; £750. Also

1936 Rolls-Royce 20/25hp Rippon 7-seater limousine, face forward occasionals; £550.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

1937 30hp Rolls-Royce Hooper sports saloon, 2-tone blue with grey upholstery; £1,495.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3035

EDWARDS & Co. (BOURNEMOUTH) Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [6057

ROLLS-ROYCE

1939 Wraith Rolls-Royce 7-passenger limousine by Hooper, in excellent condition.

1935 25hp Rolls-Royce owner-driver sports saloon, with book, lately overhauled.

1932 25hp Rolls-Royce Thrupp and Maberly drop head coupe, beautifully maintained by an enthusiastic owner.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

ROLLS Replica, 1939, owner-driver, sun roof, 4-light by Southern, on 21.6 chassis; recent complete mechanical overhaul and in excellent condition; £585.—Gro. 2635. [C4012

ROLLS-ROYCE 25hp GPG series, by H. J. Mulliner, sports saloon, radio, heater, new condition; £975. —Frank Dale, 27, Hereford Square, Kensington, S.W.7. Fremantle 5789. [C1067

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burnoyne & Co., 88, Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2570

1937 Rolls-Royce Phantom III Hooper close-coupled saloon with division; £850.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

ROLLS-ROYCE Phantom III sedanca, by Gurney Nutting, August, 1937, complete Rolls history from new, 56,000 miles, all latest modifications, this is a really outstanding model of these elegant cars.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3044

1937 Rolls-Royce Phantom III limousine, full face forward occasionals, 60,000 miles, faultless condition; £775.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Euston 5228 (5 lines). [C1050/1

HEARSES Deluxe 1952 Coachwork, Phantom II, also Phantom III, 5-door 6-bearer, exclusive equipment. (Detailed description under Hearses). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition; reasonable offers invited.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1937 Rolls-Royce 25-30hp fitted with Hooper sedanca de ville, genuine mileage 41,000, this car is in unbelievably new condition throughout.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

ROSE & YOUNG, Ltd., offer: 1938 Rolls-Royce Wraith Park Ward limousine, swept tail, exceptional order, black; £1,050.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

ROLLS-ROYCE 25hp chassis, new sports streamlined saloon body, almost completed at a cost of £600, very pleasing to the eye; will accept nearest offer £350 to clear.—Torre Coachwork, Ltd., Torre Rd., Leeds, 9. Tel. 23222. [8087

£300.—Rolls-Royce 20 Replica 7-passenger limousine with swept-back by Gurney Nutting (1937), French grey and black with scarlet hide interior, excellent modern appearance, Ace discs, taxed; recent photographs.—C. Lee, 2, River Court, Taplow, Berks. Tel. Maidenhead 2713. [8043

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [7922

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20-25 7-passenger limousine, coachwork by Hooper, colour black, face forward occasionals, excellent tyres, fitted discs, extensive overhaul recently carried out, excellent proposition for the hire trade; £645.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1936 Rolls-Royce 20/25 razor-edged Sedanca de Ville by Windover, a magnificent-looking car in black with basketwork finish on rear quarters and doors, very good chassis; £975.—Clarke's of Pirbright, Officially Appointed Rolls-Royce Retailers, Pirbright, Surrey. Brookwood 2201-2. [5981

1951 Park Ward Light Six black saloon, fitted loose covers, radio, demisters, heater, etc., perfectly maintained, any trial willingly given, advertiser forced to sell owing to garage difficulties and would be willing to accept smaller car in part exchange; price £3,900.—Leonard Brooks, Paint Works, Harold Wood, Essex. Tel. Ingrebourne 2560. [8095

A & S display selection 12 Rolls-Royce Limousines, moderate mileages. (Competitive prices). Below.

LIMOUSINES 1935/25hp Thrupp-Hooper, leather, partition black, 7-forward, superb, £695.

LIMOUSINES 1937/30hp Thrupp also Hooper, 7-forward, partition, swept tail, reasonable mileages, black, bargain, £960.

LANDAULET 1938/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1,125.

WRAITH 1939 Thrupp Limousine, partition, 7-forward occasionals, black, carefully maintained, £1360.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasionals, swept tail, black, carefully maintained, mileage 55,000, exceptional, £1175.

LIMOUSINE 1938 (mileage 33,000) Phantom III (solid tappets), Windover, partition, forward occasionals, swept tail, magnificent carriage.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.—J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0498/R

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R

A & S always purchase 25/30hp Saloons with boot, also foursome coupes, and 25/30hp Limousines.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1008

PERFORMANCE CARS, urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—107, New Cavendish St., Great Portland St., W.1. Museum 8221 [W3041

1935-6 20/25 and 1936-7 25/30 sports saloon required in undoubted condition; reasonable price paid for the right cars.—Basingstoke Motor Co. Ltd., Basingstoke. [C1012

THE SOUTHERN MOTOR Co., is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [7540

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

ROLLS owners, it will pay you to contact Buckland Body Works, Ltd., Buntingford, Herts, if you are contemplating repairs or renovations to coachwork; complete rerrim cellulosing, general attention all round; more than keen estimates; purchases considered. [7818

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars; servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models. WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines) [0625/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [B3030/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0064/R

ROVER 10

ROVER 10 1935 saloon, one owner last 13 years. Rover reconditioned engine 3 years ago; for private sale; £125.—Box 5068. [7849

1940 (July) Rover 10 saloon, splendid condition throughout, reconditioned engine just fitted, tyres nearly new, black with brown leather; £350.—Abbott, 27, Henley St., Northampton. Tel. 5148. [8008

225 gns.—Rover 10 1938 de luxe saloon, black, brown leather, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

Rover 10 Cars Wanted

1939 40 Rover 10 saloon required by private purchaser; good price paid for car above average condition; one owner preferred; price, description and photograph if possible.—Box 5087. [7853

ROVER 12

GATEHOUSE MOTORS offer:—

1938 Rover 12hp saloon, black, in excellent condition throughout; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1946 Rover 12hp de luxe 6-light sunshine saloon, black, brown hide upholstery, carefully used by late Rover enthusiast; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1048

1940 model Rover 12 saloon, good tyres, excellent condition; £375.—Griffin's Garage, Weybridge 1491. [6062

£235—1938 Rover 12 saloon, very clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1947 Rover 12 saloon, black, one owner, 9,000 miles since factory engine fitted, cushion covers, whole car in very nice condition; £595.—Logsdons Garage, Ltd., Royston, Herts. [8037

1939 Rover 12hp 4-door saloon, sliding roof, in beautiful condition, 4,000 miles since replacement engine, navy blue coachwork and also interior leather, one owner, £400 no offer.—Imperial 4568. [8088

ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1946 Rover 14, 26,000 miles, one owner since new, £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 Rover 14 4-light sports saloon, very nice condition; £275.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1938 Rover 14 saloon, excellent, guaranteed; £250; payments.—Vaughan 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1940 Rover 14.9, absolutely immaculate condition throughout, black with brown leather; £425.—Cox's Motors, 11-15, Conduit St., Leicester 60519. [C1059

TANKARD & SMITH, Ltd., offer 1935 Rover 14 saloon, finished in grey, recently respayed, an excellent runner; £150.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

CASE'S MOTOR MART.—1947 Rover 14 sports saloon, black, red covers, radio, heater, superb order throughout, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

£395—£135 deposit; 1939 Rover 14 de luxe saloon, black, spotless condition, faultless runner; also 12hp, same price.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

295 gns.—Rover 15 1937 de luxe 4-door saloon, black, sliding head, brown leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROVER 16

1946 Rover 16hp 6-light saloon, black/brown hide, one owner; £625.—J. Davy, 180, Kensington High St., W.8. Western 9641 and Kensington 1108. [C1069

1947 (December) 16hp sports saloon, fawn with brown interior, fitted seat covers and heater, total mileage 27,000, excellent condition; £665.—Robins, East Putney. Tel. 4581. [8098

1946 Rover 16hp 6-light saloon, new engine fitted by Rovers recently, condition in every way perfect; £495.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Slo. 1355-1709. [8020

1947 (October) Rover 16 saloon, finished in unblemished black with superb maroon leather interior and carpets to match all of which are literally unmarked, this car is fitted with many extras, including H.M.V. push-button radio, heater, Notek chrome pass lamp, all excellent tyres, taxed, a superb and most attractive example of these fine cars, literally in 1951 condition; £550; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

ROVER 60 & 75

R. F. FUGGLE, Ltd.

ROVER P4, 4,000 miles, guaranteed, special finish coachwork, usual accessories; £1,400.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

B. J. HUNTER, Ltd., offer:—

1948 Rover 75 saloon, fitted radio, heater, really fine car; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

CHARLES FOLLETT, Ltd., offer:—

1948 Rover 75 saloon, black, H.M.V. radio, heater, speedo, reading 18,000, very well kept car, at present being serviced, guaranteed; £815.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES offer:—

1948 Rover 75 sports saloon, 14,000 miles, one owner; £850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CLARK & LAMBERT, Ltd., Rover Distributors, offer:

1951 Rover 75 P.4 saloon, Connaught green/grey hide, radio, heater, loose covers, screen washer; £1,075.

1952 Rover 75 P.4 saloon, Black/red hide, heater and screen washer; £1,250.

BOTH cars perfectly maintained and serviced by us.

TRINITY Place Garage, Eastbourne. Tel. Eastbourne 4660-1. [7933

1949 Rover 75 saloon, colour black, grey leather, excellent condition throughout; £675.—See also our advertisement on page 65.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C5036

1951 Rover P4, black, red leather, one owner, outstanding condition; £1,095.—Odeon Motors, Ltd., Barnet 4100. [C3028

1952 (January registration) P4, 3,000 miles, immaculate, property of private gentleman; £1,250.—Tel. Wembley 4443. [8096

1500 miles only.—Rover P.4 saloon, as new.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

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1948 Rover 75 sports saloon, black with green leather, radio, small mileage, excellent condition throughout; £725.—Dobsons, Ltd. (Rover Agents), Staines. Tel. 801. [C1074

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P4 wanted from original careful private owner.—Knowles, Murcott House, Islip, Oxon. [7990

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1951 4 A.B. 9hp Roadster, blue, mileage 8,100, immaculate; £555.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

195gns.—Singer Super 10 1939 de luxe saloon, black, sliding head, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

495gns.—Singer 9, November 1951 (1952 series) 4 A.B. Sports Roadster, pastel green, fawn upholstery, i.f.s., one careful owner, small mileage, good tyres, original spare unused, almost new condition, choice of three A.B. Roadsters; terms, exchanges.—Rowland Smith, below.

245gns.—Singer 9 1939 Sports Roadster, black, red leather, glass side screens, unworn spare, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

NAYLOR & ROOT.—1951 Singer 1500 saloon, beige, brown, heater, superb condition; £575; six months guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

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ALVIS Speed 20 drop head coupe, 1933, £145; Alvis Speed 20 V.D.P. tourer, 1934, £145.

ALFA-ROMEO 2.6-litre s/c Carlton coupe, 1934, £395; 2.3-litre Pinin Farina coupe, 1939, £395.

ALFA-ROMEO 17/50 James Young coupe, 1931, £245; Allard J.2 1951, Ardun heads, new unit, £745.

BENTLEY 3-litre Barker tourer, 1927, £255; Delmler 15 Mulliner saloon, 1936, £195.

FIAT 500 cabriolet, 1939, £195; Fiat 1100 special 2-seater, 1938, £355.

FIAT 500 cabriolet, 1938, £255; Ford V.8 91A coupe, 1939, £345.

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HUDSON 22hp coupe, 1939, £245; Hillman Minx 10hp saloon, 1937, £155.

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LAGONDA 3-litre V.D.P. tourer, 1931, £145; Lagonda 3-litre sports saloon, 1931, £145.

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MERCEDES-BENZ 500K type B cabriolet, 1935, £545; Morgan 4/4 10hp drop head coupe, 1939, £295.

MORGAN 4/4 10hp s/c 2-seater, 1937, £245; Nash 28hp drop head foursome, 1940, £245.

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ALFA-ROMEO 17/50 James Young coupe, 1931, £245; Allard J2, 1951, Ardun heads, new unit; £745.

FIAT 500 cabriolet, 1939, £195; Fiat 1100 special 2-seater, 1938, £555.

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MERCEDES-BENZ 540K Type B cabriolet, 1938, £575; 500K Type A cabriolet l.h.d., 1935, £495.

MERCEDES-BENZ 500 K Type B cabriolet, 1935, £545; Morgan 4/4 10hp d/h coupe, 1939, £295.

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1946 Standard 8 tourer; £225.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1946 Standard 8 tourer, perfect mechanical condition, not run since £70 overhaul; £270 or near offer.

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265 gns.—Standard 8, November 1946, saloon, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Standard 8, 1939, foursome drop head coupe, black, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 Standard 8 saloon, black, sliding roof, 19,000 miles; offers please.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex (Hounslow 0011). [C2015

1939 Standard 8 drop head foursome coupe in post-war condition; £275.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £295.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1946 Standard 8 saloon de luxe, grey, blue leather, excellent condition, guaranteed; £275; exchanges and terms.—Palmers, 55, York St., Twickenham. Popesgrove 1890/7087. [C5054

1947 Standard 8 tourer and 1948 Standard drop head coupe, excellent condition throughout, both recently respraved.—Offers R. Durell & Co., Ltd., Globe Wharf, Mile End, E.1. Ste. 3424. [7925

1939 Standard 8hp saloon, grey with blue leather, in very nice condition throughout; only £195, cash or terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [8039

1939 Standard 8 tourer, 6,000 miles only since complete mechanical overhaul, bills to show, chassis perfect, recellulosed black, 5 excellent tyres, many extras, R.A.C., A.A. inspection invited; offers around £185.—Moor Lane Garage, Preston. Tel. 84220. [7856

STANDARD 10

£180.—Standard 10 1940 saloon, black, taxed, one owner.—Sou. 3478. Sims, 33, Shelley Crescent, Heston. [8062

265 gns.—Standard Flying 10, late 1939, super de luxe saloon, grey, sliding head, blue leather, i.f.s., new Dunlop tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 12

H. BEART & Co., Ltd., offer:—

1946 Standard 12hp saloon, one owner since new, outstanding value at £565, or near offer.—102, London Rd., Kingston-on-Thames. Tel. 3348. [6509

ALLAN TAYLOR MOTORS, Ltd., offer:—

1947 Standard 12 saloon, £425.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [7752

£150.—1939 Standard 12 saloon; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1937 Standard 12hp Avon Continental coupe, engine reconditioned, exceptional mechanical order; £125; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122. [C5055

£130.—£50 deposit; 1935 Standard Avon 12/4 2-door sports saloon, good runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£165.—£65 deposit; 1938 Standard Super 12 de luxe saloon, good runner, nice interior, needs respray, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Standard 12 Cars Wanted

STANDARD 12 wanted, late 1939, for cash.—Liberty 7776. [7951

STANDARD 14

RUSSELL MOTORS offer:—

1947 Standard 14 foursome drop head coupe, one owner, exceptional condition, 2 foglights, etc.; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

UTILITY Standard 14 (registered 1951), excellent condition; £350 or offer.—Beckenham 3466. [8084

£350.—1948 Standard 14 saloon, beautifully maintained, exchanges.—45, Shitehall Park, N.W.4. Hendon 1648. [7863

GUY ALFREDS & Co., Ltd.—1948 Standard 14, works reconditioned engine immaculate.—6-7, Warren St., W.1. Euston 5268. [C1009

STANDARD VANGUARD

B. J. HUNTER, Ltd., offer:—

1949 (October) Vanguard saloon, one owner; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard, blue, 370 miles only; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £510.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1949 Standard Vanguard saloon, black with brown leather, 27,000 miles only; £485.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [C4002

1950 Vanguard, one owner, spotless, £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1952, October, Standard Vanguard saloon, 509 miles; £725.—Ernest Sutton, Weybridge 600. [C4023

1950 Standard Vanguard, low mileage, blue/red leather, one owner; £500.—Haskins, Ladbroke 1155. [C5027

£450!!—July, 1949, one owner, green with green leather, heater, taxed, really excellent throughout.

BRIAN FINGLASS, Buzzitti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

STANDARD Vanguard saloon (1950), black with fawn cloth; £525.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1949 (November) Vanguard, leather, radio, one owner, perfect; £495.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

£550!!!—Standard Vanguard, 1951, grey, grey leather, fitted heater, loose covers, low recorded mileage, in exceptional order throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

GUY ALFREDS & Co., Ltd.—1951 (1952 type) Standard Vanguard, radio, heater, year's tax, privately used.—6-7, Warren St., W.1. Euston 5268. [C1005

1952 Vanguard, comet blue, 9,000, radio, heater, link mats, loose covers; £695; terms, exchanges.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [8063

1947 (Sept.) Vanguard Tickford Conversion, 25,000 miles, H.M.V. radio, as new; £750.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. [C4029

1952 Vanguard, blue, leather, heater, covers, 9,000 miles, as new in every way; £695; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016/1

1951 Vanguard saloon (regd. 1950), good condition, black, red leather upholstery, heater, good tyres, 16,000 miles; £510 offers.—Tel. Reigate 2089. [7989

1950 Standard Vanguard, black, red interior, heater, etc., an exceedingly well-kept example; £495; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

PRIDE & CLARKE, Ltd.—1951 Standard Vanguard saloon, maroon/beige leather, 10,000 miles, one owner, heater, choice of 2, £599; 1950 Comet, blue/grey leather, low mileage, £499; 1949 green/grey leather, one owner, heater, £458, 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7895

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5434. [0973/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May 3051. [W3045

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond. cash or exchange.—Tel. Gla. 2480. [0431/R

ADVERTISER requires privately for cash, Standard 8 or Hillman Minx drop head coupe, must be post-war and perfect condition, state mileage, inspection Carlisle or London.—Archer, Croft Head, Scotby, Carlisle, Scotby 255. [8086

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

K. J. MOTORS, Ltd., for spares, reconditioned units; Girling agents.—Bromley Kent, Rav. 3456. [0367/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29459. [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham Rd., S.W.17 [0522

STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby Tel. 5486. [0475/R

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5943

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares for all models; largest provincial stockists.—Hollindrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-4. [0286/R

SPIKINS (TWICKENHAM), Ltd., 85-101, Heath Rd., Twickenham Middlesex.—Standard spares service units and reconditioned engines; retail and trade; prompt postal service.—Tel Popesgrove 1035-6-7, Telegrams: Spikins Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

RHD late model Studebaker, colour black; £1,050.—Joe Thompson (Motors), Ltd., 97 Fulham Rd. S.W.3. Kensington 4858. [C4028

1938 (Nov.) Studebaker President, immaculate condition throughout; £225.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1030

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage, Abbeville Rd., S.W.4. Tul. 4505. [0315/R

SUNBEAM-TALBOT

DICKS.

1940 Sunbeam-Talbot 10hp sports tourer, very attractive car; £325.

1939 Sunbeam-Talbot sports saloon, carefully used; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

EXCEPTIONAL offer.

1952 (March) Sunbeam-Talbot 90 saloon, the engine gear box unit, steering and suspension have been specially prepared for trials and the car is in full competition trim, mileage only 8,000 miles, fittings include H.M.V. radio, heater and twin spot lights, maintained throughout by our service department, the ideal car for an enthusiast; £1,050.

ANCHOR MOTORS, Chester. Tel. 21512. [7884

B. J. HUNTER, Ltd., offer:

1950 Sunbeam-Talbot 80 saloon, fitted radio, heater, etc., unmarked; £695, below.

1949 Sunbeam-Talbot 90 saloon, very fast and attractive; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305 [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, bronze, heater, 12,000 miles; £950.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SUNBEAM-TALBOT

GUY SALMON AUTOMOBILES offer:—

1951 model Sunbeam-Talbot 90 saloon, 16,000 miles; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Sunbeam-Talbot 90 Mark II foursome drop head coupe, heater, one owner; £825.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1951 Sunbeam-Talbot 90 saloon, very low mileage.—Autowork, Ltd., Winchester. Tel. 4654. [C1010

1951 Sunbeam-Talbot 90 saloon, green, red leather, 23,000, heater, radio, spot lamp, screen spray, perfect; £725.—121, Eversley Ave., Barnehurst, Kent. [7858

1951 Sunbeam-Talbot 90 saloon, colour metallic blue, beige upholstery, radio, 15,000 miles; £795.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

CAMDEN MOTORS.—Sunbeam-Talbot 90 sports saloon, 1951, metallic grey with interior to match, 17,000 recorded miles only, immaculate throughout; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 90 sports saloon, 1950, blue, blue leather interior, fitted heater, loose covers, etc., exceptional condition; £675.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, 1946, blue, blue leather, new tyres, sparkling performance; £425.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1940 Sunbeam-Talbot 10 saloon, excellent condition, taxed; £550; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894 [C3059

1946 Sunbeam-Talbot saloon, gunmetal, hide upholstery, radio, superb car, unmarked and mechanically faultless; £395; private owner.—Uplands 9456. [7964

1952 S/Talbot saloon, satin-bronze, unused, unregistered, works mileage only; £1,150, exchange welcomed.—Carter & Viner, Bexhill, Sussex. Tel. Cooden 143. [8077

KENTISH & THOMSON, Ltd., offer: 1950 (June) Sunbeam-Talbot 80 saloon, metallic grey, heater, 21,000 miles, exceptional order throughout; £650.—564, Wickham Rd., Croydon. Springpark 3477. [C2047

£385!!!—Genuine super de luxe specimen example Sunbeam-Talbot, 3-litre saloon, magnificent coachwork interior, mechanically superb, radio, taxed, guaranteed.—Value Cars, 562, Upper Richmond Rd., S.W.14. Prospect 7520. [8011

1951 Sunbeam-Talbot 90 saloon, 14,500 miles, unmarked, many extras, specially tuned in 100% condition, new tyres and battery; £900; exchange for Healey Abbott or Tickford or super sports 2-seater 1951/1952, must be perfect in all details.—16, Elm Tree Ave., Esher, Surrey. [7799

£666!!! 1950 Sunbeam-Talbot 80 drop head coupe, magnificently maintained by late enthusiastic owner who has only done a total mileage of 30,000 but whole car looks as though it has only done 5,000 miles; don't miss this; 3 month's guarantee; hire purchase, exchanges

LAMBS, Finchley Showrooms, 421, and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

Sunbeam-Talbot Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

R

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3353).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

PRIVATE buyer requires 1949-50 Sunbeam-Talbot 80 saloon; cash.—Particulars with price required, Box 5132. [7948

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2 [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

Sunbeam-Talbot Spares and Service

BARKING.—For full stocks of spares and genuine service for Sunbeam-Talbot owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285 [0517/R

TALBOT

£125.—Talbot 105 saloon, 1937, superior, reconditioned car.—Doctor Steel, Brockenhurst 2268. [7987

£75. £55 deposit.—1934 Talbot 14 sports saloon, five unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

DISMANTLING 5 Talbots, 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480. [0607/R

Talbot Spares and Service

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Godden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0964/R

TRIUMPH

BOON & PORTER, Ltd.

1951 (Feb.) Mayflower, grey with red leather, heater, 8,000 miles, one owner, as new; £575.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

JACK ROSE, Ltd., offer:—

1951 Triumph Renown saloon in blue, almost as brand new, owned by one particular owner; mileage 8,000; accept £885.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

TOM GARNER, Ltd., offer:—

1951 Triumph 2-litre Renown saloon, maroon with beige upholstery, 600 miles only; £450 below list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1949 Triumph 2000 Roadster, finished in grey with grey upholstery, H.M.V. radio, the property of one owner, very low mileage and in superb condition throughout; £675 or near offer.—102, London Rd., Kingston-on-Thames. Tel. 3548. [6510

SLOCOMBES, Ltd., Willesden 4869.

1949 (April) 2000 Roadster, green, red interior, fitted badge bar, twin spot lights, 28,000 miles; £510.

A VERY fine specimen of this fast economical model, A.A., R.A.C. inspection welcomed; part exchanges and insured easy terms with pleasure.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017

WEMBLEY COURT MOTORS offer:—

1950 Triumph Renown, in excellent condition, radio, heater and loose covers; £650.

1952 Triumph Mayflower, blue, recorded mileage 6,000, fitted heater, as new; £625.—Wembley Court Motors, High Rd., Wembley. Wembley 8787/8. [C4050

BURGE & INGLIS (MOTORS), Ltd., Willesden 4869.

1951 Mayflower in maroon with beige interior, radio and heater, 11,000 miles a very fine car indeed; £585; A.A., R.A.C. inspection welcomed; part exchanges and insured easy terms with pleasure.—Burge & Inglis (Motors), Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017/1

1951 Triumph Renown saloon, 10,000 miles, maroon, one owner, heater; £875.

RIPCO, Ltd. (Triumphs purchased), 16, Albemarle St., Mayfair, London, W.1. Recent 2952. [C3052

£495!!!—Triumph 1800 Roadster, late 1947, fitted new engine and hood, radio and heater; a very good example.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

£275.—Triumph Dolomite 1938 4-dr. sln., excellent appearance, exceptional mechanically, also drop head, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

1949 Triumph 2000 Roadster, black, 100% immaculate, chauffeur maintained, 21,000 miles, radio; £675 or nearest offer.—Reg. 5005. [7870

1939 (regd. late '38) Triumph 1½-litre sports saloon, nice order, superb mechanical condition, 3 months' guarantee; £275.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1949 Triumph 2000 Roadster, first-class condition, grey, red leather, Radiomobile, one owner; £610 o.n.o.—Box 5127. [7959

1949 2,000cc razor-edged saloon, black, fawn interior, beautifully maintained, one private owner; £625.—Robbins, East Putney. Tel. 4581 [8100

1947 Triumph 1800 razor-edge saloon, finished in immaculate black and chrome with fawn leather interior, fitted new chrome pass lamp, this car is literally unblemished and is the equal to a 1951 model, mechanically perfect and a genuine small mileage, excellent tyres; £495; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1949 1800 saloon, black, low mileage, excellent, one owner car; £595.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£795.—1951 Triumph Renown, 16,000 miles, heater, immaculate.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1938 Triumph 16 Vitesse drop head coupe, good; £165 h.p and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£395.—1946 Triumph 1800 Roadster, carefully used, excellent condition throughout, taxed.—Roxeth Hill Motors, Harrow. Byron 2016. [7982

NAYLOR & ROOT.—1951 Triumph Renown, black, beige hide, low mileage, indistinguishable from new; £825, six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951-52 Triumph Renown saloon, heater, etc., beautiful condition; £850.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1949 Triumph 1800 razor-edge saloon, low mileage, immaculate condition, guaranteed; £550; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1690/7087. [C3054

1949 Triumph 2000 Roadster, excellent mechanical condition, metal green; £500.—Apply, Mr. A. H. Parkes, Small & Parkes, Ltd., Hendham Vale Works, Manchester, 9. [7261

WALTER SCOTT, Ltd.—1949 Triumph 2,000 Roadster, low mileage, excellent condition; £495; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£725!!!—Triumph Renown (Nov., 1950), black and pig-skin upholstery, one meticulous owner who had maintained car in peak condition during its low mileage, fitted heater.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

695 gns.—Triumph Renown, 1951 saloon, maroon, fawn leather heater, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1951 (July) Triumph 2000 saloon, black, fawn leather, heater, radio, loose covers, one careful owner, genuinely comparable to new throughout; £965; exchanges, deferred terms; many others.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

PRIDE & CLARKE, Ltd.—1952 Triumph Mayflower saloons, in Comet blue, and olive green, 14,000 miles, one owner, heater, from £579; 1949 R/E, 2000 saloon, recellulosed black/grey leather, H.M.V. radio, heater, £569; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [7896

Triumph Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992/R

SLOCOMBE'S, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars.—38/52 Dudden Hill Lane, N.W.10. [W4017

DROP head coupe wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [7864

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

PERFORMANCE CARS, urgently require Triumph's.—Great West Rd., Brentford, Middlesex. Ealing 8841; or—

107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom 9400. [W2001

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [W3043

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0555/R

UTILITY CARS

CAR MART, Ltd.

1953 Austin A70 Countryman, heater, 500 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

ROUNDABOUT offer:—

1951 Austin A40 Countryman, one owner, 12,000 miles; £625.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

1949 Bradford utility, excellent condition throughout; £295.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

UTILITY CARS

ROWLAND SMITH'S for utility cars.

395 gns.—Land-Rover, 1951, dark green, hood, Perspex sidescreens, spare wheel, one private owner, 14,600 miles, practically new condition; terms; exchanges.—Rowland Smith, below.

295 gns.—Fordson, late 1947, ex Martin Walter utilecon estate car, black, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Ford Prefect, 1939, 4-door 6-seater utility, natural timber body, sliding glass windows, drop tail-board, good tyres, excellent condition; terms; exchanges.—Rowland Smith, below.

165 gns.—Jeep (Ford), registered August, 1948, coach-built utility, maroon, bench seat, drop tail-board, spare wheel, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1949 (Nov.) Jowett-Bradford de luxe Utility, Royal blue, small mileage, one owner, excellent; £595.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040.

BRAND-NEW Standard estate car for immediate delivery at maker's list price. [C5012

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. [C5018

SHOOTING Brake, Ford Mercury, excellent condition; £175.—Expandite, Ltd. Tel. Elgar 5151 (day). [7854

BRADFORD de luxe utility, 1948, excellent condition; £275.—309, Winchester Rd., Southampton 73889. [7968

1952 (February) Austin A40 Countryman, 6,000 miles.—Ernest Sutton, Weybridge 600. [C4023

1951 (Sept.) Bradford de luxe utility, one owner, 5,000 miles only, 5 special seats, many extras; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1951 Bradford de luxe utility, one owner, as new; £495.—Cyril Sheppard of Reading. Sonning 2346.

FORD V.8 30hp genuine Dagenham 6/8-seater, 4-door utility, spotless condition, genuine bargain; £250!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 Ford Prefect Utility, black with grained body, good condition throughout; £350.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

ARCHIE SIMONS & Co., Ltd.—1950 Bedford Utility van, for carrying 5 passengers and ample space in separate compartment for goods, a very unique body on excellent chassis, ideal proposition for country hotel proprietor; £595.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993/R

WHY accept less for your utility when you get its full market value, subject to inspection, from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [W2008

VAUXHALL 10

1946 Vauxhall 10 saloon; £400.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3 (Ham. 2254). [8052

£295!!!—Magnificent Vauxhall 10 de luxe saloon, 1940 model but looks and runs like post-war, magnificent interior; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2052

1946 Vauxhall 10 black saloon for sale by private owner practically indistinguishable from new, kept as second car, 26,000 miles, heater, windscreen washers, fog lamp, seat covers, etc., an exceptional car, can be seen London area; best offer over 525gns.—Box 5057. [7823

VAUXHALL 12

GUY ALFREDS & Co., Ltd.—1948 Vauxhall 12, fine order throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Vauxhall 12 saloon, blue/brown, recently fitted new engine; £595.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

£365!!!—Rare and beautiful 1947 Vauxhall 12 de luxe saloon; no expense has ever been spared to maintain this vehicle in 100% condition; the finest specimen we have had. 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421 and 425, High Rd., Finchley, N.12. Fin. 6221. [C2052

VAUXHALL 14

DICKS.

1940 Vauxhall 14 saloon, most attractive condition; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6686-9. [C1072

SELBORNE (MAYFAIR), Ltd., offer:—

1947 Vauxhall 14 saloon, in excellent order; £595.

82, Park St., W.1. Mayfair 4733/5 [3519

BLUE STAR GARAGES, Ltd., offer:—

1948 Vauxhall J type saloon, in absolutely first-class order, colour black with brown leather upholstery; £450.—65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

VAUXHALL 14

1938 model Vauxhall 14 saloon, new C.P recon. dynamo, used daily; £128.—Box 5133. [7947

1948 Vauxhall 14 J saloon, black; £475.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3049

1938 Vauxhall 14 saloon, in good condition; £165.—Wembley Court Motors, High Rd., Wembley. Wembley 6787/8. [C4056

1948 Vauxhall 14 saloon, magnificent, guaranteed, £595; payments.—Vauxhan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4038

£295.—1939 Vauxhall 14 J-type, original paintwork equal to post-war model, maintained by makers; terms; exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

Vauxhall 14 Cars Wanted

GOOD price offered by private gentleman for 1947 or 1948 Vauxhall 14 in first-class condition.—Box 5058. [7824

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1951 Vauxhall Velox saloon, radio, heater, 15,000 miles; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

B. J. HUNTER, Ltd., offer:—

1950 Vauxhall Wyvern saloon, most economical, low mileage; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, metallic blue with beige upholstery, radio and heater, recorded mileage 6,800; £585.

836—842, High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—

1952 Vauxhall Velox saloon, black with brown upholstery, heater, recorded mileage 15,054; £795.

836—842, High Rd., N.12. Hillside 0024. [C2027/1

WARWICK WRIGHT Ltd., offer:—

1951 Vauxhall Wyvern saloon, black 500 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4048

GUY SALMON AUTOMOBILES, offer:—

1951 Vauxhall Velox saloon, radio, heater, superb condition; £635.—Portsmouth Rd., Thames Ditton, Emberbrook 5651-2-3. [C4001

DAGENHAM MOTORS, Ltd., offer the following car:—

1951 Vauxhall Wyvern, green beige, radio, heater, 11,000; £675.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

WYVERN, 1949, meticulously kept; £490.—Write (give your tel.) Merton, 111, Balaam St., E.13. [7999

1952 model Vauxhall Velox, new type, 8,000 miles, as new; £795.—Cyril Sheppard of Reading, Sonning 2346. [8055

1952 Vauxhall Velox saloon, black, grey and maroon engine, 6,700 miles, completely as new; £850.

W. J. BROWN, Ltd., established over 30 years,

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Vauxhall Wyvern saloon, black with brown leather, heater and other extras, 7,500 miles; £665.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1950 Vauxhall Wyvern saloon, grey, grey leather, low mileage, radio, one owner; £559, three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [7897

Vauxhall Wyvern & Velox Cars Wanted

1952 Wyvern or Velox wanted privately.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75552 [6253

VAUXHALL MISCELLANEOUS

SSHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Velox, black, red leather upholstery, low mileage, radio, heater and loose covers fitted.

1949 Vauxhall Velox, black, brown leather, heater and radio fitted, tyres good all round.

1948 Vauxhall 12, blue, brown upholstery, sunshine roof, mechanically sound.

1939 Vauxhall 10, black, red leather, very good tyres and mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 757—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS) Ltd. main dealers, 7-15, Peter St., Manchester, 2 (Cen. 9867), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Vauxhall Miscellaneous Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

SSW SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

REQUIRED immediately, good Vauxhall up to 14hp. —G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object.—Details, please, to 28, Upper High St., Epsom 9400. [W2001

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0063. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

CA.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp. etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6566. Grams: Autospare, Wimble, London. [0635/R

K. J. MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0593/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Kimbridge 1875.—Buy and sell pre-1914. [0201/R

VINTAGE CARS

S.M.S. 10hp 1929 Grand Prix winner, rebuilt, new tyres; £125.—Addiscombe 2923. [7840

VOLKSWAGEN

COLBORNE GARAGE, Ltd.,

THE Volkswagen People.—We are the sole distributors for Volkswagen spares in Great Britain and can supply all engines, chassis and body spares, etc.; our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. [0575/R

V & F MONACO MOTORS.—The only Volkswagen specialists in London; Volkswagens bought and sold; service, repairs, spares.—5a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674. [0202/R

VOLKSWAGEN required for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Volkswagen Spares and Service

MOONS MOTORS, Ltd. at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics, and offer you full service with repair and parts facilities [0655/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—8-10, North Audley St., Mayfair 5242. [S3030/R

WOLSELEY

EEUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1951 6/80 saloon, green tourer, excellent condition.

1949 6/80 saloon, black, 20,000 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [C4046

NEWNHAMS, Ltd.

1951 Wolseley 6/80 saloon, green, one owner, excellent condition; £695.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646 [C3024

PHILIP RICKARDS, Ltd., offer:—

1952 Wolseley 6/80 saloon, 3,000 miles; part exchange deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

WOLSELEY

CHARLES FOLLETT, Ltd., offer:—

1950 (Oct.) Wolseley 4/50 saloon, beige, one owner, 9,924 miles only, really outstanding car, loose covers fitted since new; £725.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Les-Francis Service Station.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

HENDON CENTRAL GARAGE, Ltd., offer:—

1937 Wolseley 14 saloon, one owner, since new; £225.

1938 Wolseley 18 saloon, new engine fitted 6,000 miles ago, in very good condition throughout; £235.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2054

1936 Wolseley 12 saloon, excellent condition; £175.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

£485—£165 deposit, 1948 Wolseley 12 black saloon, one owner, immaculate.—Below.

£185—£70 deposit, 1937 Wolseley 14 de luxe saloon, black, brown hide, excellent condition.—Below.

£130—£50 deposit, 1936 Wolseley Wasp 10hp 4-door de luxe saloon, good runner, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£165—Wolseley 14 saloon, 1937, beautiful condition throughout.—Brixton 4285 any time. [8019

1951 (February) Wolseley 6/80 saloon, 14,000 miles, faultless.—Ernest Sutton, Weyhridge 600. [C4023

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0063/R

£395—Wolseley 8 1946 4-door saloon, amazing performance, leather interior, sliding roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube). Exchanges, h.p. [C1017

1939 Wolseley 14, really nice car; £285.—Salcott Motors, 1a, Salcott Rd., S.W.11. Battersea 1187. [C4000

1950 Wolseley 6/80 black, brown leather, in excellent condition; one owner, full warranty; £625.—Haskins, Ladbroke 1155. [C5027

AUGUST, 1950, Wolseley 4/50 saloon, beige, genuine mileage, under 17,000, immaculate condition.—Patmore Bros., Ltd., Loughton 677-8. [7832

£120 terms.—Wolseley 14 saloon, 1937, good condition and appearance.—7, Radcliffe Rd., Croydon 1505. [C2041

1951 Wolseley 4/50, recorded mileage 5,000, heater and loose covers, as new; £750.—Wembley Court Motors, High Rd., Wembley. Wembley 6767-8. [C4050

£150—1937 Wolseley 14 saloon; also 10hp ditto, £135; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1939 Wolseley 16 saloon, exceptionally good; £240.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024

1937 (June) Wolseley 25 drop head coupe, black, very good condition; £200.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3353. [C4029

GUY ALFREDS & Co., Ltd.—1938 Wolseley limousine, guaranteed 11,000-odd miles, as brand new, stored throughout war.—6-7, Warren St., W.1. Euston 3268. [C1005

1950 (October) Wolseley 4-50 saloon, black and brown leather, small mileage, like new; £650.—Reya Motors, Ltd., 73, Albany St., N.W.1. Euston 6994. [7418

£265!!!—Magnificent Wolseley 14 de luxe saloon, 1938 model but in 1952 condition, bodywork spotless, interior excellent, don't miss this bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms 421 and 423, High Rd., Finchley, N.12. Fin. 6221. [C2052

1947 Wolseley 14hp de luxe saloon, bodywork unmarked, brown hide upholstery, new tyres, beautiful car; £395, exchanges.—Goring-by-Sea 42131, evenings. [C4027

£250—Wolseley 12hp saloon, 1937 model, new batteries, dampers, springs, beautiful condition, spotlight, reversing light, demister, spares, including new crankshaft, front spring, etc., good tyres.—Rickmansworth 2549. [7952

Wolseley 4/50 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R

Wolseley 6/80 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434. [0722/R

Wolseley Cars Wanted

RSR ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995/R

BLAKES, Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7737

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0941.) [0473

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

RHKILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheelers or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). [0829/R

ROBBINS, 98, Upper Richmond Rd., Putney; always sell good cars; send for list; established 30 years. [0306/R

Miscellaneous Cars Wanted

RSR ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996/R

IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W3025/R

ANY good condition post-war car wanted for immediate cash.

LEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12. Tel. Lee Green 0384. [W2056

BROADWAY MOTORS require for cash low mileage post-war cars.—67, High St., Hounslow. Tel. 0175. [C1028

WANTED.—A/90, Sunbeam-Talbot, Triumph or similar convertible, preferably in poor condition.—Symons, Tremeddan, Liskeard, Cornwall. Tel. 3110. [7875

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, 'phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Flat Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [W3022/R

AMBULANCES

AMBULANCES new and used, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022

BREAKDOWN VEHICLES

1939 Bedford breakdown van with crane, reconditioned engine, excellent condition; £110.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [8044

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MOBILE canteens, shops, kiosks, offices, etc., vehicles and trailers; low winter prices.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2023

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341/R

MOTOR HEARSES

HEARSES Supplied at trade prices direct from Builder to Buyer. Catalogues available.

STOCK on view includes new Austins 16hp. and Sheerline, Humber also used Rolls. Address all enquiries:

ALPE & SAUNDERS (COACHBUILDERS) Ltd. Station Approach, Kew Gardens, Richmond 116. [7929

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hands usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R

FOR immediate delivery at to-day's prices; Mulliner deck-type hearse on new Austin Sheerline chassis and deck-type hearse on new Austin 16hp chassis; part exchanges; full particulars and photographs gladly supplied on request.—Arthur Mulliner, Ltd., Bridge St., Northampton. Tel. 907 (5 lines). [M3019/R

A & S Stock highest quality modern Hearses (A. & S. exclusive equipment) Ready Service—Inspection Invited.

AUSTIN 1939-28hp 6-bearer streamline Coachwork, certified mechanically £745.

AUSTIN 1952 Bearer/Deck 16hp (unregistered), £1395; also Sheerline 6-bearer 8-door, exclusive design, lavish equipment (unregistered), £1960.

HUMBER 1952 Phase-III Bearer/Deck Deluxe Coachwork, lavish equipment, magnificent outfit (unregistered), £1785.

ROLLS-ROYCE 1935 Phantom II 6-bearer 1952 streamline Coachwork, magnificent outfit, £1175; also Phantom III 5-door 6-bearer 1952 Coachwork, mileage 30,000, magnificent carriage, low cost.

ALPE & SAUNDERS, Funeral Trade Coachbuilders (Fifty Limousines—Ready Service), Providence Court, North Audley Street, Mayfair-2941. [M1006

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

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1952 Jowett Bradford lorry, 300 miles only; £375.

1952 Jowett Bradford van, plain finish, 500 miles only; £375.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4648. [C5024

COACHCRAFT offer:—

£190—1947 Austin 10cwt van, very superb condition throughout; 3 months' written guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [M1053

JACK ROSE, Ltd., offer:—

1952 A70 pick-up, guaranteed 12,000 miles, fitted with utility body when delivered; accept £545.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C5056

RUSSELL MOTORS offer:—

1949 A40 pick-up truck, 39,000 miles, one owner; £275.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

LYNE, FRANK & WAGSTAFF, Ltd., offer:—

MORRIS Commercial 10cwt new gown van, finished blue, complete with interior fittings; £650.

1938 Morris 10cwt van, reconditioned throughout, finished in any colour to choice; choice of four; £200.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

1951 Austin A40 pick-up truck; £300.—Below.

1951 Austin A40 van, 14,000 miles; £375.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Austin A70 pick-up truck for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [M4009

NEW Thames 5cwt and 10cwt vans available immediately.

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1948 Bradford 10cwt van, good condition throughout; £200.

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TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5383. [0898/R

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PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4 Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

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PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

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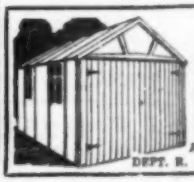

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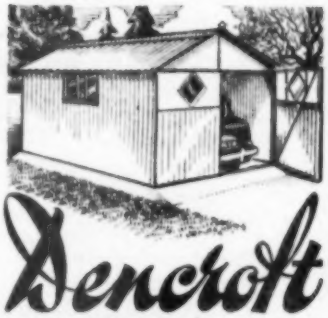

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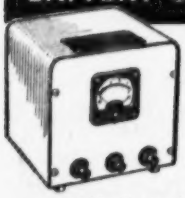

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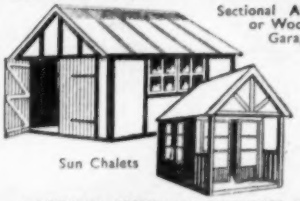

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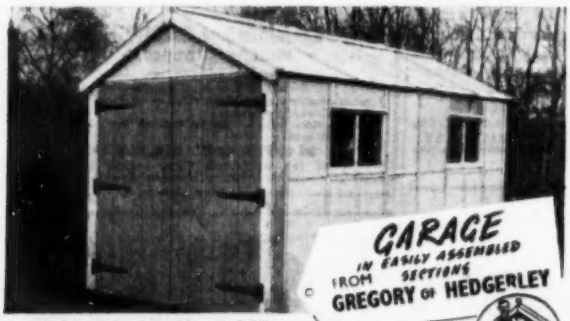

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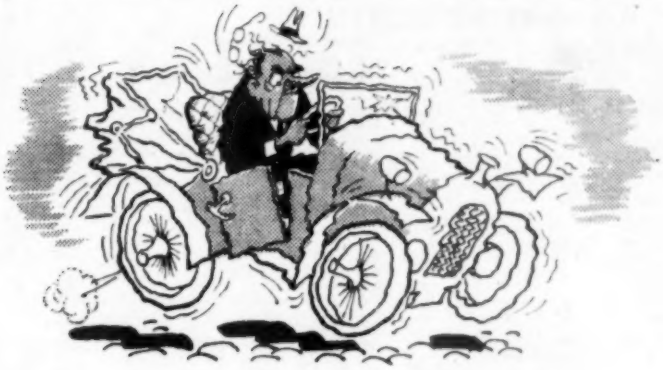

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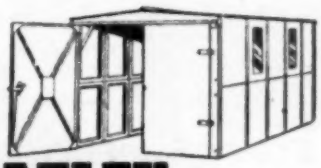

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Printed in Great Britain for the Publishers, ILIFFE & SONS, LTD., Dorset House, Stamford Street, London, S.E.1, by CORNWALL PRESS LTD., Paris Garden, London, S.E.1. *The Autocar* can be obtained abroad from the following: AUSTRALIA and NEW ZEALAND: Gordon & Gotch, Ltd. INDIA: A. H. Wheeler & Co. CANADA: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch, Ltd. SOUTH AFRICA: Central News Agency, Ltd., Wm. Dawson & Sons (S.A.), Ltd. UNITED STATES: The International News Co. Entered as Second Class Matter at the New York, U.S.A. Post Office.

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